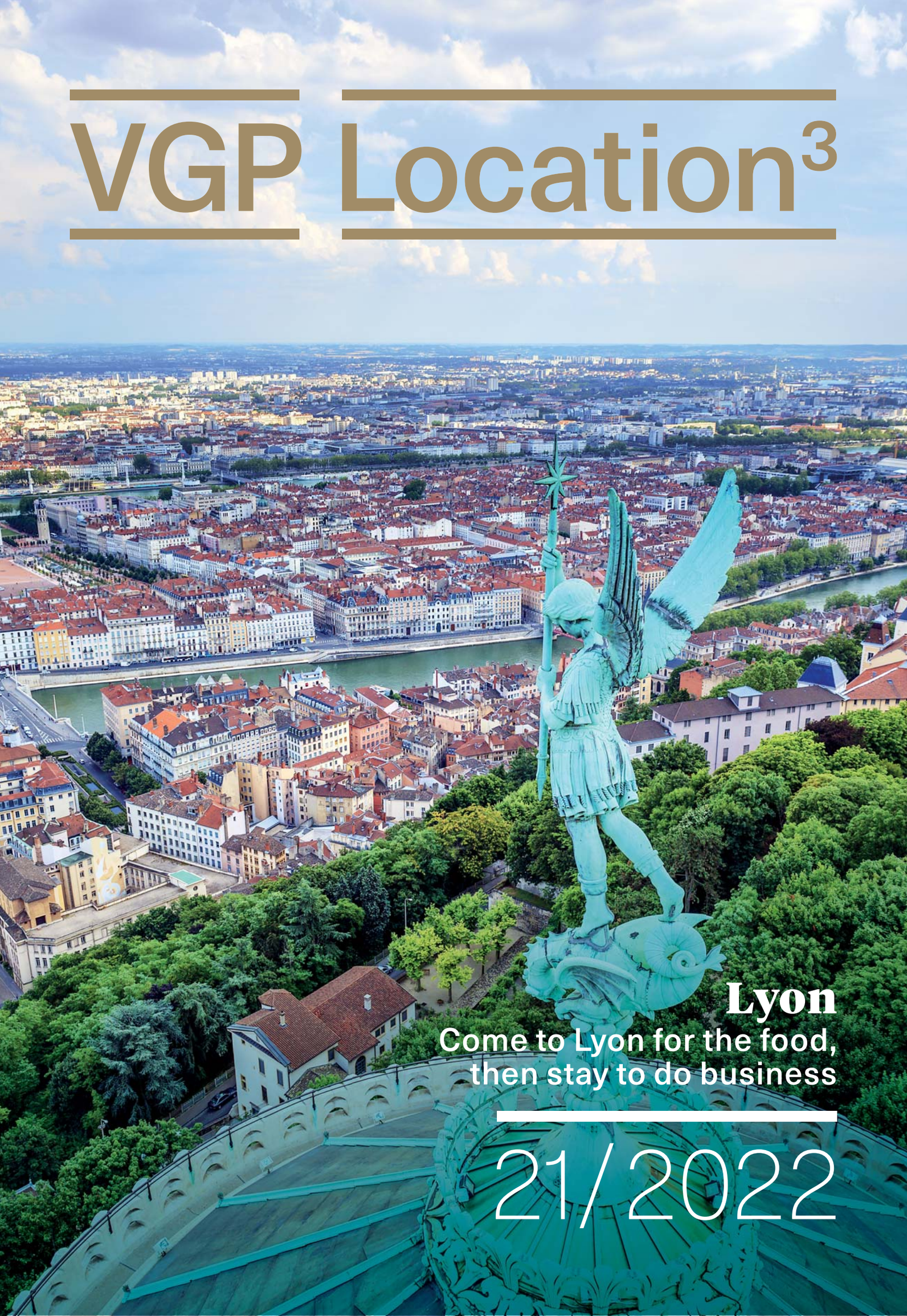
VGP Location³



Lyon

Come to Lyon for the food,
then stay to do business

21/2022

Building tomorrow today

We contribute with turn-key solutions to your success

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VGP Location³

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Dear readers,

The VGP Location³ magazine is one of the important channels for VGP to communicate with customers, prospects and all stakeholders, that are interested in VGP as a company and our markets. This edition, appearing at the end of 2022, another highly demanding year for European businesses and the society as whole, includes exciting content, stories and reports about countries and areas VGP operates in.

Marcus Aurelius, the roman emperor and philosopher, has been quoted as follows: **"Never let the future worry you. When it comes, you will meet it with the same tools of reason that equip you today for the present."** We at VGP are equipped and we are looking confident to the future. This magazine will hopefully transport this optimism to you as well.

Whether VGP describes its debut in France, Dachser Czech Republic talks about how it has been co-creating the history of logistics and freight forwarding in the Czech Republic since 2006, or how Brownfield revitalisation is of ever-growing importance. Those examples – just to name a few – on the business side talk about opportunities. Please do also learn from our VGP expert how building better for a sustainable future is possible as we are developing the logistics centre of tomorrow.

We also trust you will find the article on the African Parks – a conservation organization that runs 22 parks in Africa and tries to find balance between people needs and nature – as compelling as we do.

And finally, learn who the new people in the VGP team are, that help our customers to achieve their business objectives.

With regards to a hopefully lovely holiday season,

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Dear readers,

In October 2022, many people with an interest in real estate gathered in Munich again for the Expo Real. It was exciting to be able to meet so many of our clients, institutional investors, business partners and friends of our company in person to discuss trends and developments in our industry.

What I especially took from this event in Munich was that we have had many encouraging conversations within the direct asset investor community, who share our strong belief in the fundamentals of the industrial warehousing industry which, I will share with you below.

Whilst being very prudent in the current market circumstances VGP has continued to grow during 2022. Our total annualised rental income is growing with solid double-digit numbers this year again, even though we have been focussed on keeping our expected margins and occupancy levels, despite the high inflation everywhere around us. In addition, our development pipeline is at maximum output throughout the whole portfolio and in all the countries.

We will continue to be very careful and focus mainly on pre-let developments in the near future, as inflation in our construction costs remains high.

Nevertheless, our fully permitted land bank which VGP has acquired in retrospect at very attractive prices, especially when compared to the transactions we see happening around us today, gives us a significant competitive advantage against the newcomers in our asset class. Our stable income stream – which now amounts to a recurring annual rental and fee income on a contracted and proportional look-through basis of ca €220 million – is growing at a very high pace with more than 1 million of brand-new square meters delivered to our customers this year, all buildings with an excellent ESG score, certified and energy efficient.

Also, our renewable energy business is growing fast and, because of the steady roll-out of our photovoltaic roof projects, the potential current annual energy production, including PV projects under construction/pipeline is today estimated at 168,318 MWh per year, which is equal to the total electricity consumption of all our tenants in VGP buildings in 2021 In the current market circumstances this business also proves to be a very attractive income generating source. There is still a lot to be done in this field, as many countries in our group still need to start, but at the current energy prices, it is a very attractive investment with yields on cost far higher than we can achieve with our buildings.

Despite the challenging economic circumstances now, I have, more than ever, a strong belief in the future fundamentals of our industry: In my view, the world of tomorrow is one of sustainability and efficiency driven by smart technologies and artificial intelligence.

We have seen significant technological development implemented by our clients in the past. As our offered solutions can cater for complex automated and robotised operations that drive tremendously the economic output of the activities run in such buildings. They will become the backbone of operations for all our major clients in the future. We have only seen a fraction of the efficiency potential yet and more innovations to optimise energy and operational efficiency are going to transform our industry in the years ahead of us.

The prospective efficiency gains in operations of our (potential) tenants that accompany the decision to make new investments lies at the core of the success of all our major clients, notwithstanding which activity, from producers over retailers to the revolutionary e-commerce industry: all are focussed on efficiency.

Those able to cater to the demand for these masterpieces of highly advanced technical engineering as well as sustainable solutions will be the winners going forward.

To keep delivering on these nice prospects, it is important that we continue to properly manage our balance sheet, as we have consistently done over the last years. We have a strong liquidity position and balance sheet, and part of our strategy is the use of joint ventures to access capital. Working with Allianz Real Estate enables us to do so, and we continue to share a conviction that we can both benefit strongly from our ongoing partnership.

Building Tomorrow Today

A prudent approach has always been our guide to decision making going forward. We remain focussed on healthy margins, top locations which become scarce ever more and taking into considerations all factors, including financing costs. We will continue to, and it must be now our priority to develop first our existing land plots and invest in knowledge and technologies of the future for our clients.

As the founder and co-owner of VGP I continue to be highly committed to develop our business further and take it to the next level. In doing so I know I can count on solid partners and above all on a great team of people, many of whom have been with VGP for such a long time now.

That is why, even in these challenging times, I am looking with confidence into the future.

Yours,
Jan Van Geet

VGP plants bee farm on two hectares in Győr, harvests rooftop honey at Llica d'Amunt

Protecting bees is a hot topic today. And rightly so! These insects' importance lies not only in their production but even more so because their presence (or absence) serves as a biomarker of environmental quality and they are responsible for as much as 97% of all pollination activity for many fruits, vegetables and other plants. Bees thus help create immense economic and other value for society, nature, and agriculture. Unfortunately, however, their numbers have declined by 20-40% in recent decades. VGP Group is dedicated to sustainability and environmental protection not only when designing its buildings, but also on its undeveloped properties across Europe and at local level. That means taking real and substantial steps to improve the situation. A good example can be found at a bee farm in the area of VGP Park Győr, Hungary. A wild meadow for bees has been established on a two-hectare field belonging to the VGP Park. Bird feeders will soon be installed there, as well. Due to the size of the area, the company worked with Syngenta Kft. under the Beporzó (Pollinator) programme with approval of the Hungarian National Beekeepers' Association. *"In addition to insects, the habitat of birds and mammalian wildlife is also expanded with the planting of bee farm areas. Experience shows that areas that can be maintained for 3-4 years in continuous bloom multiply the numbers of wild and domesticated bees, and pheasants, quail, rabbits and deer regularly visit the area, as well,"* explains Szabolcs Benke, an expert from Syngenta Ltd. The two hectares of land sown with a perennial seed mix, has been serving the area's bee colonies at full capacity this spring and summer. VGP's Hungarian team has no plans to build on the site of the Győr bee farm, so the meadow will provide habitat to pollinating insects for many years to come. Meanwhile, a pilot project that placed beehives on top of a warehouse at VGP Park Llica d'Amunt in Spain has produced a sweet harvest. (That project was featured in our previous VGP Location[3].) In June 2022, the first 38 kg of honey were collected from the five hives, which are home to an estimated 250,000 bees. The honey was packaged at Esclatec, a Barcelona organisation staffed by people with disabilities and providing innovative products and services. Half of the honey will go to charities fighting hunger and half to the park's tenants and to project supporters.

Beehives on a rooftop at VGP Park in Lliça d'Amunt, Spain

VGP joins BEL20 and EPRA Developed Europe Index

In June 2022, VGP's publicly traded shares joined the FTSE EPRA Nareit Development Europe Index, a component of the FTSE EPRA Nareit Global Real Estate Index. Earlier this year, in March, VGP also joined the Euronext Brussels BEL20 Index. Founded in 1998, VGP has been listed on Euronext Brussels since 2007. It has grown steadily and most of the time rapidly since then. The BEL20 consists of the 20 largest listed companies on Euronext Brussels as measured by free float adjusted market capitalization and liquidity. The Belgium-based EPRA (European Public Real Estate Association) is a trade association representing the publicly traded European real estate sector. Eligibility to be included into its index is dependent upon a company's market capitalization, the liquidity and free float of its share, and the geographic location of its portfolio. Joining the European real estate index, remarks Jan Van Geet, CEO of VGP, recognises the transformation VGP has undergone in recent years to become a pan-European platform that today serves more than 400 clients in over 100 communities across the continent. *"The increased visibility in the capital markets through the index inclusion,"* he adds, *"will further support our development as a business."*

Logistics looks to a very interesting future

Logistics is a field the status of which has been elevated in the past 2 years from that of a little-noticed Cinderella to prime-time prominence and front-page headlines across all the world's media. Even end consumers are aware today of the effect on their purchases when a container ship gets stuck or a country is in lockdown on the other side of the globe.

Dachser Czech Republic is a logistics company that has been co-creating the history of logistics and freight-forwarding in the Czech Republic since 2006. It is a part of the international Dachser group serving 42 countries worldwide through its logistics network. A new point on its logistics map shines from České Budějovice, where the company's branch has moved to a new location built by VGP. How is the logistics business doing in today's unpredictable world, what role does the Czech Republic play in it, and what can we expect in future for logistics? We discussed all this with Ing. Jan Pihar, Managing Director European Logistics Dachser Czech Republic.

Q Although in Europe it looks like the coronavirus pandemic is in retreat, it seems that its influence in other parts of the world has not yet subsided. Apart from the microchip crisis, there are many more components and materials missing from the market, and the distribution from overseas to Europe is slowing. What is the state of world logistics in your opinion?

Above all, we should highlight that logistics as a sector responded very well in the first waves of the corona crisis. It was only thanks to this that it was possible to distribute protective equipment and vaccines around the world and we didn't experience shortages of food or basic medical equipment. And that's great news considering the unprecedented situation that the covid pandemic created worldwide. The fact that we still feel its repercussions is logical: passenger flights, which also constitute significant cargo holds, still have not reached their pre-covid levels; sea freight was influenced by the blocking of the Suez Canal and before that by international directives on ship modernisation. But mostly the world is still struggling with consequences of the so-called Covid-19 zero tolerance in China. Shanghai and many other Chinese ports are being closed for weeks on end, causing immense delays in deliveries. On top of all this came the military conflict in Ukraine, and that significantly influenced land, air, and railway transportation to the Far East. Meanwhile, consumer demand has not diminished.

Jan Pihar, Managing Director European Logistics Dachser, Czech Republic

Q So, logistics has been changing from one day to the next. How is Dachser facing these challenges?

Right at the beginning of the pandemic, we established the goal that we would keep our logistics network going. We invested in protecting our employees and looked for new ways to satisfy our customers' demands. Quite soon we began to organise our own charter flights on routes between Europe and Asia as well as Asia and North America. Moreover, we continued to initiate strategic changes and develop the ground transportation network.

Q How did this manifest itself in the Czech Republic?

We further deepened digitalisation in the company and started using predictive tools for last-mile logistics even within our own network. We started a zero-emissions delivery project and invested according to plan in developing our existing branches.

Q Amongst which there is also your branch in České Budějovice...

Yes, we had for some time been looking for suitable premises in České Budějovice. But either the location or the premises had not suited us – until VGP came with its offer. Today, the branch with 7,000 m² of built-to-suit logistics and office premises is in full operation, and we are satisfied with our decision. VGP was able to execute our Dachser warehouse standards while actively suggesting solutions that we would not have thought of ourselves. We now have at our disposal modern premises for cross-dock and contract logistics services that we wish to further develop in the South Bohemia region. Of course, we also appreciate that VGP Park's location is well connected to the city centre and especially with the motorway network in the direction of Linz. It is a strategic location that allows the České Budějovice branch to become a platform for shipments into Austria from across our entire groupage network. As a family company, Dachser operates upon principles of sustainable development and climate protection is one of our strategic goals. That's why we appreciate that the building of the new branch in České Budějovice incorporates not just cost-saving and ecological technologies but also counts on using alternative power, and in particular electromotors. That will allow us a quick start in future when switching to green energy.

Q What is your planned time horizon for using green energy and other sustainable technologies?

At Dachser, for a long time we have been pursuing research and development in logistics technologies and processes and we quite quickly are implementing the proven ones into actual logistic operations. What's more, because our family business is based upon principles of sustainable development, climate protection is one of our important aims. The present situation shows us that it will be necessary in future to transition in large measure to alternative fuels, and that's why we are working intensively to develop zero-emissions delivery projects. These have proven successful in the last mile and when delivering in city centres, where we are implementing our Dachser Emission-Free Delivery solution. This is already in operation in several European cities, and, because every major city has its own characteristics, the solution is in each case a little different. In 2020, we started this project also in Prague, and from our Kladno branch we make emission-free deliveries to selected parts of Prague's centre with a combination of electric trucks and electric cargo bikes. Those can carry not just packages but also an entire pallet. This year, we launched distribution via electric bikes in Hradec Kralove, and we plan to introduce it to additional places in the country. We also plan to transition to a company fleet of electricity-powered vehicles; the first ones should be delivered this year. Also, in the Czech Republic, we have tested and will test additional electric trucks.

Q You mentioned the future of logistics. How do you think it will look in few years' time?

Let's hope the situation in the world will quickly reach, as it is sometimes said, Normal 2.0. Returning to processes and standards as we used to know them 2 years ago will not be possible, and that is actually a positive thing. But we have a search ahead to solve long-distance and cross-border transport, as the electric vehicles do not yet offer suitable range. Hydrogen as fuel has the best prospects so far, and, as a point of interest, the first hydrogen-fuelled truck will already be driving in the Dachser network next year. It can be expected that logistics will continue in rapidly absorbing automated and robotic solutions in warehouses and IT systems in process management. In my opinion, simply put, the logistics field has a very interesting future ahead of it.

VGP's French debut is a brownfield revitalisation

Because VGP believes in a greener future for Europe, it is perhaps especially fitting that its inaugural project in France is a property formerly home to Petroplus oil refining operations at Petit-Couronne in the country's northern Normandy Region.

VGP is acquiring the 32-hectare site from VALGO, a French-headquartered company specialised in remediating industrial sites while redirecting them to long-term sustainable purposes. VALGO had been working at the Petit-Couronne site, near Rouen since 2014, shortly after Petroplus had declared bankruptcy.

Jan Van Geet, VGP's CEO, describes the site as exceptional, noting that the local authorities, VALGO and, of course, VGP share strong economic and environmental ambitions for the location. *"As the rehabilitation of brownfield sites is at the heart of our business,"* he remarks, *"this project is a great opportunity for us to deploy our industrial and logistical know-how. The uncertain geopolitical situation and the rise in transport prices mean that companies are increasingly looking for local support to start their business. In this context, we strongly believe in the relevance of our integrated model with a long-term vision. We are now eager to get to work and bring all the expertise of the Group to the project."*

The Petroplus revitalisation has been a model project for resurrecting industrial wastelands in Normandy, which are, in fact, quite numerous. The site adjoins the River Seine, and its development will be significant both environmentally and for providing employment in and around Rouen, Normandy's capital city. The metropolitan area has a population of nearly 500,000. Expectations are that this traditionally industrial area will transition to newer, cleaner business activities. Reducing carbon footprint, energy efficiency, green energy, and sustainable buildings are core aspects of VGP's projects and vision. The company is committed to being carbon neutral by 2025 and aims to achieve BREEAM Excellent building certification as well as green energy production at its projects.

321,291 m²
Land area

150,000 m²
Lettable area

VGP Park Rouen is situated near the intersections of the A13, N338, and A150 motorways. These provide strategic links with the city, with the Grand Paris region, and with the English Channel seaport downstream at Le Havre. The metropolitan area benefits from good multimodal public transport infrastructure. Several buildings are planned for the revitalised site. With a total lettable area of approximately 150,000 m², these will be suitable for light industrial and logistics uses.

All of VALGO's extensive rehabilitation works at the site have been supervised through the years by the regional directorate responsible for the environmental, development, and housing (*Direction régionale de l'environnement, de l'aménagement et du logement, or DREAL*).

Lyon: Come for the food, stay to do business or vice versa

A crossroads for trade through more than two millennia, Lyon is today sometimes described as the "Gastronomic Capital of the World".

Photo © BalkansCat / Shutterstock.com

Come to Lyon for the food, then stay to do business. Or the other way around. Either way, the *bon vivant* or business visitor to France's second metropolis will be participating in a long tradition.

Situated at the confluence of the Saône and Rhône rivers and near the foot of the French Alps, Lyon has been a crossroads for trade through more than two millennia. The Celts had no doubt traded salt, metals, and ceramics in the region centuries before the Romans in 43 BC founded here Lugdunum, which was to become the capital of Rome's recently conquered Transalpine Gaul.

By the Middle Ages, Lyon had become a major centre of silk weaving and trade in luxurious textiles. Many of the silk workers and master weavers had come from Calabria, 1,500 kilometres distant at the southern tip of the Italian Peninsula. Although national borders exist today, Lyon continues to be influenced by forces and inspirations well beyond France. Lyon is nearly 500 kilometres from Paris, after all, but just 150 kilometres from Geneva, Switzerland and 200 kilometres from the border with Italy.

Restaurant Paul Bocuse in Lyon

Photo © ricochet64 / Shutterstock.com

Like the food, rivalries are merely local

The Lyonnais feel no great rivalry with the larger capital of Paris, relates Aurélien Coudert, Country Manager, VGP France. They are comfortable and confident with their own place in the world and ways of life. Aurélien describes Lyon, his adopted home, as "a big city on a human scale" and a place with a friendly ambience. If there is any rivalry at all, he says, it is with Saint-Étienne, a smaller city just a short drive from Lyon known for its excellent football team.

Considering the city's importance in international trade and industry, it was logical that VGP last year established its first office in France at Lyon. Yes, of course, a Paris office will be important in future, Aurélien notes, but the south of France offers plentiful opportunity for the type of logistics and light industrial buildings for which VGP has become well known.

Lyon, he explains, is very well located for logistics due to its position in the corridor stretching from Lille in the very north of France, near Belgium, to Marseille in the south, where the Rhône flows into the Mediterranean. Silk weavers and merchants once dominated the local economy, but Lyon is better known today for such cutting-edge industries as biotechnology, medical technology, and software development.

The city traditionally has been home to chemical, pharmaceutical and healthcare companies, Aurélien says, and today the local economy includes a mix of large industrial companies, established medium-sized firms, as well as start-ups.

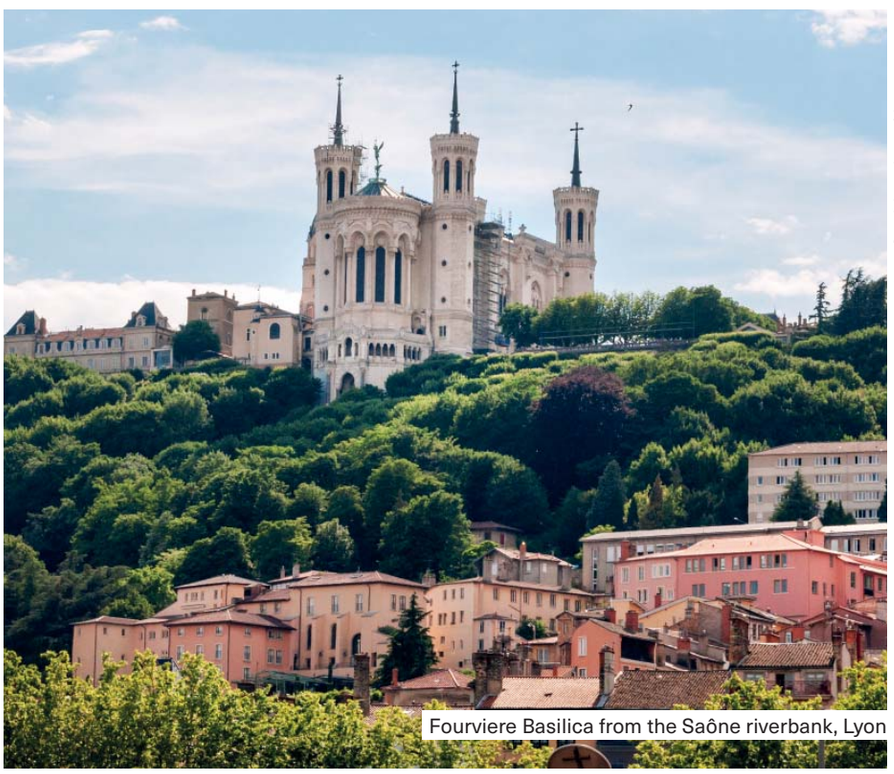
Fourviere Basilica from the Saône riverbank, Lyon

Photo © IMG Stock Studio / Shutterstock.com

Famous for its food and chefs

But even above and beyond any industry, Lyon is known for its food. While many regions within France compete for having the best gastronomy, and gourmands will of course have their favourites, few would deny that Lyon ranks at or near the top of the list. Indeed, many go so far as to declare the city the "Gastronomic Capital of the World".

The heart of this region's gastronomy no doubt beats in the *bouchons Lyonnais*. These very traditional, small restaurants, each tastefully and distinctively decorated with antiques, puppets and curios, their tables placed closely and typically spread with red-and-white checked table cloths, and always with an omnipresent, engaging and colourful owner, are Lyon hallmarks. The food will be of high quality, generally simple in nature, and largely based upon local ingredients from the farms and villages of the geographically and culturally diverse Auvergne–Rhône–Alpes region. The ambience in a true *bouchon* must at all times be pleasant and welcoming.

Photo © Gaborturcsi / Shutterstock.com

Paul Bocuse, Michelin 3-star chef

Aurélien recommends *bouchon* specialties based upon offal meats (liver, kidneys, tripe), the diverse charcuterie, and *quenelles* (dumplings prepared from finely chopped fish or other meat). Although Aurélien admits to being an untypical Frenchman in that he does not drink wine, we know from reliable sources that wines from the local Beaujolais, Coteaux du Lyonnais, and Coteaux du Rhône vineyards are favoured and flow abundantly in the *bouchons*.

Bouchons are spread throughout Lyon, so it never should be difficult to find a good one. Just how many *bouchons* exist in Lyon is subject to debate. There are presently 22 restaurants certified and listed by *L'association Les Bouchons Lyonnais*, which presents itself as "the guarantors of Lyon's culinary tradition." Certified bouchons Lyonnais are subject to annual audit, but there are at least three times that many in the city if we include those whose owners view certification as superfluous or even overly pretentious.

It is said that the *bouchons* originated as simple eateries where low-paid and overworked silk workers could socialise while having have an affordable bite to eat, so there is a certain historical argument to be made against pretentiousness.

Whether certified or not, the owner of a fine *bouchon* is quite likely to have started his or her day at one of the city's several covered markets, where Lyon's *chefs de cuisine* and amateur gourmets alike can shop for the finest ingredients and prepared foods. The most famous of these markets, *Les Halles de Lyon Paul Bocuse*, features 56 select butchers, bakers, fishmongers, cheese merchants, market gardeners, and other vendors in fine victuals.

That market is named for Lyon's most famous chef of all time, Paul Bocuse (1926–2018). Although Bocuse's dishes characteristically delivered sophistication and novelty based in simplicity and subtlety, his cuisine was quite different from that found in the *bouchons*. His name is associated with *nouvelle cuisine*, a lighter, more delicate, and less calorific cooking style that became popular internationally during the 1970s and 1980s. Bocuse's eponymous and most famed restaurant continues to operate today in a Lyon suburb.

Take a hike (or at least a stroll)

Of course, Lyon offers more than business and food, and if one is to partake in full measure of the latter he or she is well advised also to undertake some more vigorous physical activity. Aurélien recommends a walk up Fourvière, a hill just west of the old town (or for the less ambitious to take the funicular up and then walk down), a stroll along the beautifully

Photo © prochasson frederic / Shutterstock.com

Lyon and Saône River

Photo © Jasminka Keres / Shutterstock.com

Musée des Confluances

developed Rhône river embankment, and a visit to the large *Parc de la Tête d'Or*, with its lake for boating and free-admission zoo.

Mandatory for any visitor is to meander through *Vieux Lyon* (Old Lyon), which spreads out from the base of Fourvière within a bend in the River Saône. Vieux Lyon is one the largest remaining Renaissance quarters in Europe and includes several neighbourhoods within Lyon that together constitute a UNESCO World Heritage site. Silk weavers resided predominantly in Old Lyon's Saint Georges section during the 16th to 18th centuries, and it is known for its Medieval and Renaissance *traboules*, which are covered (sometimes quite hidden) passageways connecting buildings and streets.

Fourvière, atop which was centred the Romans' Lugdunum, also is a part of the UNESCO area, as is *la Presqu'île* (the Peninsula), a point four kilometres long extending between the Saône and Rhône until their confluence within Lyon. *La Presqu'île* is today Lyon's city centre. The city's most notable modern building, the glass and stainless steel-clad *Musée des Confluences*, is situated at the tip of this peninsula.

The *Musée des Confluences*, which is home to natural history and science collections and exhibitions, is just one of many museums in Lyon. Among visitors' favourites are the Gallo–Roman Museum of Lyon-Fourvière at the heart of the former Roman city (featuring archaeological collections and two Roman amphitheatres) and the Museum of Fine Arts (housed in a former Benedictine Abbey dating back to about the 6th century).

Photo © Pierre Jean Durieu / Shutterstock.com

Mur des Canuts (1987) in the Croix-Rousse district

Like a big open-air museum

In certain aspects, though, all of historical Lyon is an open-air museum to be discovered and enjoyed simply by walking about. Visitors are frequently delighted upon turning a street corner to discover one of the city's dozens of large murals, frescoes, and trompes-l'oeil on the façade of a nearby building. Most sought out of these is the large (1,200 m²) *Fresque des Canuts* depicting historical development of the Croix-Rousse district. The mural is even updated periodically as this city quarter evolves.

A very special time of year in Lyon, Aurélien relates, is during the Festival of Lights that occurs in early December. The festival's origins go back at least to the mid-19th century when citizens placed candles in their windows to honour the Virgin Mary. Lyon's collective public light show got bigger and grander through the decades to include shop window light displays, colourful illumination of public buildings and infrastructure, and today high technology and spectacularly creative light displays.

Frommer's, the publisher of travel guides, has called Lyon "one of France's most underrated cities". That may very well be true. Although less fêted internationally than is France's capital on the Seine, Lyon indeed has much to offer whether one comes to grow a business or merely indulge the epicurean senses (or both).

Christopher Züll

Head of the Department of Innovation and Sustainable Building

Building better for a sustainable future: We are developing the logistics centre of tomorrow

The European Green Deal* aims to transform the EU economy towards a sustainable future. The Location³ editorial team is looking for ideas and solutions that will bring us a little closer to this goal. Energy- and resource-saving construction and renovation is an important element, which is creating an enormous demand for new industrial and logistics buildings. Christopher Züll is Head of Department for Innovation and Sustainable Construction at VGP Germany and answers questions from the Location³ editorial team.

Q Christopher, what are you responsible for at VGP Germany?

At VGP, I am responsible for the area of sustainable construction and innovation. This sector is made up of three overlapping departments:

1. As part of a comprehensive strategy to promote sustainable solutions for our tenants, and to drive our own development, VGP intends to obtain **DGNB** (German Sustainable Building Council) **GOLD** certificates for all our construction projects in Germany.

This building certification assesses land use, environmental aspects, the construction process, water consumption, waste, contaminants and materials, health and comfort, and energy consumption.

Our department also deals with the topics of **sustainable construction** and **sustainable raw materials**. Here, both the operation of the parks and the construction play an important role. Although VGP has a lot of technical expertise in-house, in special cases we call in strategic partners and experts to be able to deliver the highest possible standard to our clients.

2. Our **Renewable Energy** department deals with the planning and construction of renewable energies, such as photovoltaic systems. VGP's goal is to implement as many PV systems as possible on the roofs of our buildings in order to generate as much green electricity as possible.
In recent years, large roof systems have already been realised and many more are currently being implemented and planned.

3. **The innovation department** supports these above-mentioned strategies and thus makes a significant contribution to VGP's global sustainability strategy. These deals in particular with new raw materials and technologies as well as heat and energy storage solutions for our customers, for the buildings of the future.

In addition, there are many other exciting topics that we are looking at for possible implementation for our halls.

VGP Park Valsamoggia

Q What are the key issues for VGP's tenants at the moment?

Especially since the pandemic of Covid-19 and the critical situation of the markets, which were triggered by Russia's war of aggression on Ukraine, we have noticed that climate neutrality is becoming more and more decisive, not least because of the costs. Our customers prefer to move away from fossil fuels in our parks. We as a company also want to move away from gas. Thus, we have developed a strategy as a company to achieve this goal as quickly as possible.

However, climate neutrality is not only concerned with the operational business, but just as much with the construction of the VGP parks. Here we are talking about so-called *"grey energy"*, the kind that is produced in the production of cement, for example. So, there are two issues:
Firstly, to operate the operational side of the buildings in a climate-neutral way, i.e. to produce a large part of the electricity ourselves through a

VGP Park Nijmegen

photovoltaic system and to use it through heat pumps, and secondly, to make the construction of the park climate-efficient and climate-neutral in the long term.

In the medium term, we would like to promise our tenants that we will replace the gas supply. The VGP Park in Giessen at the old airport is a great example here, as the entire park no longer has gas access. At the moment, we can only ensure this standard in our newly built project developments. However, we are already working on an upgrade solution for our existing parks.

Q What is your vision for the upcoming year?

We as a team, and as the whole VGP Group, want to join the European climate goals of **fit for 55**** and counter the trend that 40% of our human energy consumption is related to buildings. We are a truly European company, and we use our knowledge and exchange across borders. With my team, I would like to join the VGP sustainability strategy, which is set out in our sustainability report, and share our knowledge across Europe. In particular, we are looking at the full implementation of three different VGP standard buildings:

The first of these future standard buildings is a building without gas, as we are already realising in Gießen. Here, we are replacing the gas heating with heat pump systems in order to realise a green air conditioning of the hall in combination with our PV system.

The second building that will be in the VGP portfolio in the future is the climate-neutral building. Here, the building technology, i.e. the operation, is CO_2-neutral. A central topic here is storage solutions to be able to store energy temporarily – this would also mean an important step towards energy self-sufficiency for our parks.

The third standard park is to surpass the climate-neutral variant once again. This will not only involve building technology, i.e. climate-neutral operation, but also climate-neutral construction. We plan to be able to present a customer-ready concept by the end of this year in order to implement these parks on the market. VGP's goal is to gradually reduce the energy consumption and emissions of its activities. While energy consumption as such is entirely the responsibility of our customers, VGP's long-term goal is to create added value by reducing or even eliminating environmental impacts.

Please find our Sustainability Report here on our website. (https://www.vgpparks.eu/media/2243/vgp_corporate-responsibility-report-2019_eng_web.pdf?ver=17)
** European Green Deal (europa.eu)*
*** Fit for 55 – The EU's plan for a green transition – Consilium (europa.eu)*

Christopher Züll

Engineer for Energy and Building Technology,
Master of Green Building Engineering (Technische Hochschule Köln)

Christopher started his career as a technical planner for HVAC. Meanwhile, he has gained more than 7 years of professional experience in the real estate sector. In his previous role at engineering firm Arcadis, he worked on logistics developments as a construction manager in Cologne. In addition, Christopher has international project experience in Europe and Asia, where he evaluated the applicability of sustainable building concepts.

Ann Demeulemeester

is by no means afraid to undertake new projects

After a 30-year career she said goodbye to fashion to create time to explore new creative projects in different design fields.

The fashion brand bearing her name and dating back to 1985 was taken over by an Italian company and continues with respect to the brand's DNA. The Belgian designer began creating porcelain, cutlery, glassware, lighting and other items. A furniture collection is the latest project she created with her longtime creative partner Patrick Robyn. In early 2022, Ms Demeulemeester was appointed to the VGP Foundation Board of Directors. In this role, she turns her creative talents to the Foundation's work in protecting European cultural heritage.

Q What appealed to you especially about becoming a member of the VGP Foundation board?
I was honoured to be invited to be part of a group of people coming from various backgrounds but with the same wish to help, to realise special projects. It is beautiful to unite and combine talents, usually this leads to good results.

Q Your focus will be on European cultural heritage. Is there such a thing as "a" European cultural heritage or are there really just a great many cultural heritages?
Cultural heritage needs to be protected for next generations. It is spread all over the world and is a testimony. The history of beauty and vision. I'm happy if I can play a role in preserving beauty. I think love and beauty are the two most important things in life.

Q What particular areas of cultural heritage or potential projects do you feel should be given highest priority?
I think preserving our nature has now the utmost priority since our planet is in danger. Protecting interesting beautiful architecture that bears witness to time and culture can be a joy forever for future generations.

Q VGP Foundation's mission encompasses nature conservation, social projects, and cultural heritage. The board membership is accordingly diverse. How can synergy be drawn from that diversity?
I think a combination of visions and talents leads to interesting debates, and most of all well-considered decisions. The diversity of the members of the board is its strength. A positive attitude and beautiful goals with a soul unite us.

Brand story

DACHSER

Logistics innovator with a family tradition

The importance of logistics for national and global market supply has never been greater than it is today.

As one of Europe's leading logistics companies, Dachser provides its customers with globally integrated transport logistics for distribution and procurement, warehousing, and value-added services. The goal of this family-owned company is to optimise the logistics balance of its customers and provide them with reliable and sustainable solutions in today's turbulent times.

History of Dachser

This international logistics provider was founded more than 90 years ago. What originally started out as a small transport company has grown into a global logistics service provider with operations in 42 countries worldwide. Dachser is still a 100% family-owned company with a sustainable development strategy. It is deeply involved in applied research and has for several decades been a pioneer of innovation within the logistics industry.

According to a study by the prestigious Fraunhofer Institute (2020/2021), Dachser is the third-largest logistics service provider on the German logistics market and holds the number-one position in the segment of groupage logistics. On a pan-European scale, Dachser is ranked second in this specific market segment and holds a range of top ten placements in other logistics market segments.

The history of Dachser began in 1930 when Thomas Dachser founded the logistics company. His entrepreneurial spirit and desire to invest in his own business were the fundamental drivers for the development of the company bearing the name of its founder. In 1951, Thomas Dachser opened an air freight office at Munich Airport. Additional offices later followed in other cities. With the growing demand for international shipments, new systems and solutions had to be introduced into logistics. In the 1970s, Dachser therefore switched its entire fleet of trucks to innovative swap bodies and established itself as a groupage freight forwarder, which to this day is the company's core business in the ground transportation sector. Dachser has fulfilled its role its place as a logistics innovator several times since then, for example by introducing barcode identification into logistics and investing into its own IT solutions, a strategy that will continue into the future.

In addition to its own strong IT department, Dachser has also maintained a Research and Development for several years that deals with applied research into technologies and processes applicable in real logistics practice. The areas of focus reflect current societal and industry-specific challenges and involve collaboration with top experts across several platforms. For example, the Dachser Enterprise Lab is a research laboratory run in conjunction with the Fraunhofer Institute for Material Flow and Logistics.

The goal of the family-owned company is to optimise the logistics balance of its customers and provide them with reliable and sustainable solutions in today's turbulent times.

Responsibility

The impact of logistics on the climate is currently at the forefront of researchers' and scientists' minds. This forms part of Dachser's inclusive responsibility. Within this context, Dachser adheres to the implementation of efficient logistics and technical solutions in combination with customers and partners who share the same goal of actively moving logistics towards low- or zero-emission technologies. Dachser is therefore, among other things, testing and deploying

alternative-fuel vehicles in real-life operation. For example, the DACHSER Emission Free Delivery solution for urban logistics will be launched in 11 European cities before the end of 2022. In Prague, this solution already has been operating from the spring of 2022. The company also plans to deploy hydrogen-powered trucks on long-distance routes as early as next year. *"The whole world has fundamentally changed and Dachser is changing with it, and this is a very good signal for our customers and for all of us working in the company,"* says Jan Pihar, Managing Director European Logistics at Dachser Czech Republic.

Dachser continues to plan for the future and operates on the principles of sustainable development. These are fully integrated into all the company's strategic decisions, whether these relate to sustainable investment, supporting and developing the potential of its own employees at all levels, or a green approach to business. Dachser therefore organises its logistics services in such a way as to minimise the environmental impact of its business, with its HR and corporate social responsibility policies also being sustainable Dachser has established and operates its own DACHSER Academy for the training of logistics professionals and has comprehensive programmes to support students and young people in logistics. For Dachser, global growth also means taking responsibility on a global scale and actively supporting the living conditions of those who do not benefit equally from globalisation. That is why, since 2005, it has been helping children and young adults together with the terre des hommes organisation. Through this co-operation, Dachser supports projects for socially disadvantaged children and young adults in impoverished regions of Latin America, South Africa and South Asia, and it recently has launched a psychosocial assistance project in Ukraine.

Sustainable vision for future development

The sustainable vision for the future development of the company is also reflected in the structural changes and legal anchorage adopted by the company. In 2015, Dachser changed its legal form to Societas Europaea (SE) and accordingly transferred its core business areas – Road Logistics (including the European Logistics and Food Logistics divisions) and Air & Sea Logistics.

The company is a fourth-generation, 100% family-owned company owned by the Simon and Rohde-Dachser families. Despite the global pandemic, Dachser has implemented extensive personnel changes at top management level in the Dachser Group. Bernhard Simon the grandson of the company's founder, moved from leading the operational business and joined the supervisory board on 1 January 2021. Since that time, Burkhard Elling has been at the helm as CEO and non-family head of the company. *"This joint move, which has been in the planning for a long time, has created new impetus for the company's future,"* explains Bernhard Simon, adding that *"Although the effects of the global pandemic are certainly a great challenge for the entire management team, it has not distracted us from our long-term strategy. It was important to pass the company on to a new generation of leaders."*

Paack
Determination in the last mile

Its ambition is to provide the most competitive and sustainable e-commerce deliveries in Europe. Paack's founders set out in 2015 to build a leading delivery enterprise driven by the most advanced software and robotics. Today, this tenacious company operates in its home market Spain, as well as the UK, France, Portugal, and Italy.

We caught up with Pablo Llácer Gregorio, Operation Director for Spain at Paack, to talk about the present and future of the company and its markets.

Q Not so long ago, ordering goods for delivery was a black box for the end customer. Now transparent order tracking is standard. Where can the last-mile experience go from here? First attempt delivery is still challenging, for example.
Currently, with Paack technology you can track each parcel from the beginning of the process until the last stage thanks to our inhouse warehouse management system, or *"WMS"*. Adding in the transportation management system, or *"TMS"*, technology and the client's order is covered during its whole path. As you mentioned first attempt delivery is a challenge. We are addressing this through more efficient customer service, including delivery as necessary to alternative addresses.

Q It's impressive to watch the robots scurry about in your new shipping centre at VGP Park San Fernando de Henares, but it makes us wonder: What or who are most crucial in logistics today, robots or people?
Both robots and people are essential to the logistics process. Robots can execute a perfect job in an automatised environment with a zero mistakes rate, but they always must be directed by highly qualified people who prepare and develop them through iteration and optimising the process until achieving operational excellence.

Q In simplest terms, the logistics business is about getting goods from seller to buyer in a timely, satisfactory, and efficient manner, but it also generates millions and millions of data points. How does Paack use data to improve its services and benefit its customers?
Using data and Paack's in-house technology lets us work to improve in every single area of the logistic process – diving deep because we need to understand our weakest points and improve them fully. Our reasoning is based on data analysis and numbers, so all of our projects are focused on processing, understanding, and getting better solutions for our customers.

Q E-commerce started out in books and clothing, but now even highly perishable goods are increasingly sold online. That raises a whole new set of problems: timing, the cold chain, handling issues... How is Paack managing all this?
Paack is adapting its warehouses to be able to deliver perishable goods efficiently. Regarding the timing, Paack schedules parcel deliveries every day, so this is not something different in the daily routine from delivering non-perishable goods. Finally, Paack is improving the delivery vans to include those using refrigeration together with cold packs to protect the cold chain.

Q To be above-average competitive today, a last-mile courier had better have ways of dealing with product returns and supporting customer retention. How is Paack managing these aspects of the business?
Paack has several departments that are focused on product returns in order to complete the delivery experience. The returns departments work together with customer service, and, between them, the full process is managed. In summary, Paack automatises and customises the returns based on the average parcels of each retailer, and that enables us to adapt to the possibly unique needs of each.

Q Let's be frank, last mile today generates a lot of CO_2 emissions. Paack says it aims to reduce that to net-zero. That will be extremely difficult, maybe even impossible. What is your strategy in that regard?
Achieving net zero carbon and honouring the climate pledge are crucial challenges for all logistics companies. No matter how difficult it will be to achieve this, Paack sees the challenge very clearly and will never stop striving towards these goals. Paack is helping to drive behavioural change across all commercial carriers by investing in e-vans and in solar panels on all of our warehouses.

VGP Park San Fernando de Henares, Spain

Q Warehouses and logistics centres are critical to logistics operations. As a last-mile courier, what for you are the most important aspects of siting, selecting, and outfitting these structures?
The most important aspects in choosing a warehouse are the location of the warehouse, the yard, the numbers and types of docks, capability to electrify and use solar panels, and all the safety measures that go along with every part of the operation. Also important is flexibility on the part of the general contractor to be able to adapt to the specific needs of the logistics partner.

Q As the Covid-19 pandemic has abated, consumers and employers have begun reverting back towards traditional ways of living and doing business. How is this affecting the businesses of you and your customers? What does it mean for Paack's future?
It's true that levels of retailer sales are now lower compared to in the pandemic situation, but that was an unreal bubble. Currently, although the trend is at a lower level, it is also steady. This lets us adapt to the new market conditions by creating more efficient processes and readjusting the resources that are directed to different kinds of projects.

African Parks

Treating conservation as serious business

Even as wild species populations and their habitats continue to shrink, the Earth's human population endlessly expands, threatening not just our planet's biodiversity but also our supply of clean air and water, our food security, and our defences from zoonotic diseases.

Photo © Andrew Macdonald for Time + Tide Africa

The associated problems are not going to solve themselves. This is serious business. And treating these problems in a business-like manner is exactly the approach of African Parks, a non-profit conservation organisation that today runs 22 national parks and protected areas in 12 African countries and covering 20 million hectares.

Established in 2000 with the motto "a business approach to conservation", African Parks aims to manage 30 parks by 2030 while applying its comprehensive approach combining conservation, infrastructure management, tourism and enterprise promotion, community and economic development, and law enforcement.

African Parks recognises that people and human communities are every bit as much a part of the landscapes as are wildlife and their communities. *"We cannot protect biodiversity without considering the needs of people,"* explains Peter Fearnhead, a cofounder and presently CEO of African Parks, *"but this is also a difficult balance to achieve. Nature is at risk precisely because of the actions of people, so therefore people have to be at the centre of all solutions. For this reason, community development is one of the key pillars of the African Parks approach."*

People whose needs are not met do not have the luxury of concerning themselves deeply with long-term negative environmental impacts of their hunting, farming, building, and other activities. Across Africa, Fearnhead relates, people are in need of infrastructure, health care, education, and economic development. Meeting these needs can reduce pressure on governments to sacrifice the remaining intact ecosystems and natural resources. Managing available resources, through such activities as sustainable agriculture and aquaculture, co-operative business ventures and, perhaps most importantly, tourism, can be a win–win for both human and natural communities. *"In order to protect nature,"* Fearnhead emphasises, *"we must protect people, too, by supporting and engaging with communities so that they understand the value of nature for the benefit of their own livelihoods."*

Ranger Day. 1000 elephant during the Elephant Translocation 2022, Liwonde National Park, Malawi

Photo © Frank Weitze

African Parks co-operates with governments, local communities, and other NGOs to ensure that people within the African landscapes it manages have schools, libraries, hospitals and clinics, veterinary services, energy supply, potable and running water and sanitation, roads, tourism infrastructure, and rule of law.

From its founding in 2000, African Parks introduced a public–private partnership (PPP) approach to nature protection and building a "conservation-led economy". In addition to African Parks' own 3,788 full-time employees, thousands more members of local communities contribute to that economy within their communities. The PPP model also hinges upon strong commitments from national governments. *"We need a clear, long-term mandate from governments that give us the legal ability to manage all components of the park in a holistic and integrated way,"* Fearnhead relates. *"There is no quick-fix to restoring vast landscapes, reviving wildlife populations, and ensuring community well-being and buy-in. Hence, our commitments are of long-term duration. Our approach combines effective law enforcement, biodiversity conservation, community development, infrastructure development, tourism and enterprise development, and implementation of strong governance*

Bangweulu Wetlands, Zambia

Photo © AP Bangweulu People of Bangweulu

Photo © Andrew MacDonald

Bazaruto Archipelago National Park, Mozambique, Education programme

structures. If any component is left out of the mandate it has the potential to compromise long-term success. We ensure that expertise, financing and resourcing are all addressed. Ideally parks under our mandates are part of a sustainable landscape management approach, where the protected area is not seen as separate, but rather as the core to a broader system. Once an agreement has been signed, we immediately establish local governance boards so we can ensure our policies are implemented and the park is managed effectively."

The "business approach to conservation" has been the African Parks model and motto from the organisation's very founding. It was originally set up as a company, because that seemed the best structure for dealing with the dramatic decline in Africa's protected areas at the time, as well as the lack of funding and of disciplined, professional management. Moreover, it was not enough just to protect Africa's parks and protected areas. These national properties also needed to generate revenues. There was never any intent to earn a profit, of course. Fearnhead recalls that *"being perceived as being 'for-profit' was actually a barrier to our success, because partner governments did not understand it, and neither did potential funders."* So African Parks formally became a "not-for-profit" organisation. *"But,"* notes the CEO, "*our DNA has remained the same."*

Applying a PPP model to conservation was an innovation. While the government of a country remains the owner of a particular park and its wildlife, its day-to-day operational management is fully delegated to African Parks. Fearnhead says that means the organisation is *"fully accountable to all stakeholders for performance – the good and the bad"*. Law enforcement is a challenging and critical aspect of managing these vast landscapes. Poaching, illegal logging, even mining and settlement need to be managed, Fearnhead explains. In 2021, African Parks' 1,328 law enforcement professionals made 2,687 arrests, confiscated 28 tonnes of illegal wildlife products, and removed 26,459 illegal snares intended to capture protected wildlife. Co-operation with other local law enforcement and with local communities is essential to these efforts. *"In some parks these threats are not serious and so law enforcement is more akin to a public policing role,"* Fearnhead notes. *"In other parks – and especially in unstable parts of the continent where there is often a proliferation of illegal weapons – the challenges are all the greater and our rangers are often confronted by violent, armed criminals. As a result, the rangers need to be better trained and better equipped. One thing that works in our favour in challenging areas is that the threats tend to be external and are as a much a threat to the safety and security of local communities as they are to the wildlife, and so together we are able to deter these threats more effectively."*

Another challenging aspect of parks management is to reintroduce or replenish wild animal populations

COUNTRY	NATIONAL PARKS AND PROTECTED AREAS RUN BY AFRICAN PARKS
ANGOLA	Iona National Park *(15,150 km²)*
BENIN	Pendjari National Park *(4,844 km²)* W National Park *(8,022 km²)*
CENTRAL AFRICAN REPUBLIC	Chinko *(24,335 km²)*
CHAD	Zakouma National Park & Siniaka Minia Wildlife Reserve *(7,697 km²)* Ennedi Natural & Cultural Reserve *(50,141 km²)*
CONGO	Odzala-Kokoua National Park *(14,247 km²)*
DEMOCRATIC REPUBLIC OF CONGO	Garamba National Park *(14,795 km²)*
MALAWI	Majete Wildlife Reserve *(715 km²)* Liwonde National Park & Mangochi Forest Reserve *(903 km²)* Nkhotakota Wildlife Reserve *(1,794 km²)*
MOZAMBIQUE	Bazaruto Archipelago National Park *(1,430 km²)*
RWANDA	Akagera National Park *(1,120 km²)* Nyungwe National Park *(1,019 km²)*
ZAMBIA	Liuwa Plain National Park *(3,369 km²)* Bangweulu Wetlands *(6,645 km²)* Kafue National Park *(22,480 km²)*
ZIMBABWE	Matusadona National Park *(1,477 km²)*

Photo © Scott Ramsay

Zebra in Liuwa Plain, Zambia

in some areas. Of course, Fearnhead says, *"the ideal situation is to never lose a species indigenous to a park in the first place,"* but when and where this has occurred *"wildlife translocations and reintroductions are highly effective and important management strategies to restore such ecosystems."*

To execute a large-scale translocation takes an immense amount of preparation, he explains. Leading world experts may be involved in certain cases. The parks receiving these animals must of course be well and securely managed. Otherwise, all these efforts will be for nothing. Fearnhead reports that African Parks has been very successful in reintroductions. *"As examples,"* he relates, *"we have brought back black rhinoceros to three countries, lion to two countries and cheetah and wild dog into one country each. Those are in addition to restocking a number of parks with literally thousands of animals. These exercises are indeed costly, and hence our emphasis on preventing the need to undertake them in the first place, which can only be ensured through proper management of these wild landscapes."*

African Parks has achieved a lot in its first 22 years, but its ambition is to do still much more. Even upon reaching its targets to manage 30 parks on 30 million hectares by 2030 the unmet need will remain large. Recognising that, African Parks is targeting high priority areas and it has established a so-called Incubator Programme to identify, mentor, and support selected other NGOs ready, willing, and able to adopt its comprehensive approach. Under that programme, African Parks has so far partnered with 3 other NGOs currently managing 8.17 million hectares at 5 sites within 4 African countries.

"We have done an analysis of all the key conservation areas across the continent," Fearnhead explains, *"and in our view there are just 161 'anchor protected areas' which form the foundation of Africa's conservation strategy. These 161 are large landscapes of globally significant importance. Ninety-two of these areas are experiencing incredible threats and require urgent management before they are lost forever, and this is where our focus lies. If we can secure 30 of the 161, then that's almost 20%. If we reach that target, then we will go further."*

African Parks' 2030 aims represent its contribution to the so-called '30 by 30' global nature pact to protect 30% of the Earth's land and seas by 2030. (According to the National Geographic Society, 14.9% of our planet's land surface and 7.3% of its oceans were formally protected as of 2018.) The serious business of saving and managing sensitive and threatened natural areas before they will be lost forever must involve a huge swath of stakeholders – within Africa and from around the globe. *"I believe the political will is there from African governments who want to be part of the solution to this global crisis,"* Fearnhead remarks. *"They will do their bit. Funding is also critical, but we are hopeful that there are sufficient governments, individuals, and institutions that are committed to achieving this goal. And then there are the organisations like African Parks that need to make it happen. We have our work cut out for us."*

Photo © Marcus Westberg

Elephant translocation capture, Malawi 2022

New people in the VGP team

VGP's international team has been growing at a rapid pace. More than 90 new colleagues have joined the company just since the beginning of 2022. Unfortunately, it is impossible to introduce in this space all of the valued professionals that have come on board. We present here several new management employees, who represent the high quality and international diversity of VGP's ever-expanding collective.

Nelleke van Rijswoud-Visser

Investor Relations Manager

Nelleke joined VGP as Investor Relations Manager in January this year. She has prior experience in a similar role at a non-listed real estate company in Amsterdam and has been working in finance for 7 years. Nelleke holds a degree in finance and investments from Erasmus University Rotterdam and also studied art history. She is Dutch, lives in Antwerp with her husband and young daughter, and loves art, travelling and enjoying time with family and friends.

Maxime Nemethy

Development and Acquisition Director, France

Prior to joining VGP in September 2022, Maxime had worked more than 10 years in the world of real estate promotion and city development. He holds a master's degree in asset management. The father of two children, Maxime enjoys playing sports and spending time in building activities.

Erik Križan

Commercial Country Director, Slovakia

Erik has 20 years of experience in commercial real estate. Before joining VGP, he worked 16 years at HB Reavis Slovakia, where he was responsible for leasing and later for development management for industrial and office projects. In the past 2 years, he worked as head of Industrial for the company Sibareal, where he was managing development projects in Slovakia. Erik enjoys taking his wife and two children to the mountains for skiing, biking, and trekking.

Michal Bujárek

Country Manager, Slovakia

Michal has been active in the real estate market for more than 10 years, during which time he has gained experience in several international companies. Before joining VGP, he worked for industrial property developer CTP, where he was responsible for development activities in the Czech Republic. Michal's hobbies include sport – especially basketball – and music.

Martin Hrušč

Technical Director, Slovakia

Martin has more than 20 years of experience in design and delivery of projects within the automotive, chemical, pharmaceutical, oil & gas, and nuclear industries. Through the past 10 years, he worked for IDO Hutny Projekt Slovakia as an engineering manager and project director, managing multiple engineering departments, providing co-ordinated BIM (building information modelling) design and EPCM (engineering, procurement, and construction management) deliveries. Martin previously had worked for Jacobs Engineering UK/Ireland on challenging industrial projects in Europe and the Middle East. He enjoys good design, well synchronized teamwork, and making natural wine in his vineyard.

Aurélien Coudert

Country Manager, France

Prior to joining VGP in December 2021, Aurélien had worked more than 10 years in the retail industry within the Casino Group, one of the main French retailers. Having started as chief of staff to the Supermarket CEO, he was more recently head of the department responsible for development, construction, and transactions. Aurélien holds a master's degree in civil construction, finance, and strategy from the engineering school École Centrale Paris. Married and with three lovely children, he enjoys mountain biking, outdoor activities, and spending time with family.

Kristoffer Kaae Stimpel

Country Manager, Denmark

Kristoffer started at VGP in August 2022. Prior to joining VGP, he had worked at Lidl, where he headed the real estate team with overall responsibility for acquisitions and sales, as well as project development and planning of new stores and logistics centres. Kristoffer brings to his work an in-depth knowledge of the Danish real estate market and experience with both international transactions as well as advising national and international businesses.

Ondřej Titz

Commercial Director, Czech Republic

Ondřej joined VGP in May this year. Ondřej Titz holds an engineering degree. He worked at Cushman & Wakefield as a member of the industrial team, where he reached the position of senior consultant. In 2019, he joined P3 Logistic Parks as Leasing and Development Manager with responsibility for the company's new development within the Czech Republic and for leasing of existing units. Ondřej has two children and is a big fan of ice hockey, which he also actively plays in his free time.

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.

GERMANY	BUILDING	OFFICE AREA (m^2)	WAREHOUSE AREA (m^2)
VGP Park Magdeburg	D	built to suit	34,310
	E	built to suit	26,381
VGP Park Rostock	A	built to suit	10,000
	B	built to suit	7,135
	C	built to suit	17,654
	D	built to suit	28,157
	E	built to suit	21,134
VGP Park Erfurt	B	built to suit	38,000
VGP Park Halle 2	A	built to suit	14,000
VGP Park Nürnberg	A	built to suit	9,921
	B	built to suit	19,625
	C	built to suit	15,821
VGP Park Berlin (Ludwigsfelde)	L	built to suit	4,900
VGP Park Wiesloch-Walldorf	A	built to suit	21,400
	B	built to suit	14,200
	C	built to suit	15,600
	D	built to suit	23,300

CZECH REPUBLIC	BUILDING	OFFICE AREA (m^2)	WAREHOUSE AREA (m^2)
VGP Park Olomouc	E	built to suit	3,721
	G2	existing	8,200
	I	existing	5,287
	M	built to suit	8,240
VGP Park Prostějov	C	built to suit	11,221
VGP Park České Budějovice	A	built to suit	5,920
	B	built to suit	8,750
	D	built to suit	14,070
	E	built to suit	48,313
VGP Park Ústí nad Labem City	A	built to suit	23,171
	B	built to suit	17,569
	C	built to suit	11,739
VGP Park Ústí nad Labem	P2	existing	2,959

SLOVAKIA	BUILDING	OFFICE AREA (m^2)	WAREHOUSE AREA (m^2)
VGP Park Malacky	B	existing	3,330
VGP Park Zvolen	A	built to suit	23,272
	B	built to suit	20,384
	C	built to suit	5,621
VGP Park Bratislava I	B	built to suit	27,360
	C	built to suit	41,760
	D	built to suit	28,512
VGP Park Bratislava II	A	built to suit	41,362
	C	built to suit	23,458
	D	built to suit	4,666
	E	built to suit	27,802

ROMANIA	BUILDING	OFFICE AREA (m^2)	WAREHOUSE AREA (m^2)
VGP Park Timisoara	B1	existing	6,700
VGP Park Sibiu	A	built to suit	11,700
	B	existing	8,000
	C	built to suit	16,000
	B1	built to suit	14,600
	B2	built to suit	35,000
VGP Park Brasov	A	existing	10,000
	B	built to suit	33,000
	C	built to suit	28,000
	F	built to suit	9,000
	G	built to suit	16,000
	H	built to suit	23,500
	I	built to suit	5,000
VGP Park Arad	A	existing	10,000
	B	built to suit	40,000
	C	built to suit	9,000
	D	built to suit	28,000
	E	built to suit	40,081
	F	built to suit	38,000
	G	built to suit	12,000
VGP Park Bucharest	A	built to suit	24,000
	B	built to suit	46,000
	C	built to suit	8,000

SPAIN	BUILDING	OFFICE AREA (m^2)	WAREHOUSE AREA (m^2)
VGP Park Alicante		built to suit	24,000
VGP Park Córdoba		built to suit	14,600
		built to suit	6,600
VGP Park Fuenlabrada 2		built to suit	7,400
		built to suit	15,000
VGP Park Zaragoza	D	built to suit	19,000
VGP Park Sevilla Dos Hermanas	A	built to suit	25,000
		1,722	28,500
VGP Park Sevilla Ciudad de la Imagen	A	built to suit	15,700
	B	built to suit	14,000
VGP Park Martorell	A	built to suit	10,000
VGP Park La Naval	A	built to suit	120,000
VGP Park Burgos		built to suit	80,000
ITALY	BUILDING	OFFICE AREA (m^2)	WAREHOUSE AREA (m^2)
VGP Park Valsamoggia 2	A	Built to suit	14,017
	B	Built to suit	18,365
VGP Park Milano Paderno	A	Built to suit	17,492
	B	Built to suit	26,199
VGP Park Legnano	A	Built to suit	22,213
VGP Park Parma	A	Built to suit	49,946

THE NETHERLANDS	BUILDING	OFFICE AREA (m^2)	WAREHOUSE AREA (m^2)
VGP Park Nijmegen	E	built to suit	19,527
PORTUGAL	BUILDING	OFFICE AREA (m^2)	WAREHOUSE AREA (m^2)
VGP Park Montijo	A	built to suit	31,406
VGP Park Sintra	A	built to suit	14,898
	B	built to suit	14,661
HUNGARY	BUILDING	OFFICE AREA (m^2)	WAREHOUSE AREA (m^2)
VGP Park Győr Beta	A	built to suit	37,000
	C	built to suit	20,000
VGP Park Kecskemét	C	built to suit	10,000
	D	built to suit	20,000
	E	built to suit	33,000
VGP Park Budapest	A	built to suit	29,000
	C2	built to suit	10,000
SERBIA	BUILDING	OFFICE AREA (m^2)	WAREHOUSE AREA (m^2)
VGP Park Belgrade		built to suit	400,000

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VGP Location³

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