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A logistics hub
on Rotterdam's
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Foreword

Dear reader,

We hereby proudly present our first renewed corporate magazine. We have made this magazine to inform you about our companies and their activities. This all in order to provide you -our esteemed customer and business relation- with the best possible service.

Of course not all our companies are brought under the spotlight in this renewed edition. We have selected a few companies with recent developments and where interesting news can be told.

In addition we will introduce Mr. Jouke Jelgerhuis Swildens. He is the fourth member of our board of directors and holds the position of Chief Financial Officer. Jouke joined us at the end of 2016.

Last but certainly not least, in this magazine we pay attention to our 40th anniversary, which we celebrate this year. A short look in the past is given, as well as our views on the near future. We are very proud of all the great things we have achieved, all thanks to you; our clients, our business relations and our colleagues.

We will continue to work on long-term relationships since we believe that only that will bring success for all of us. You may rest assured that we keep our word.

For now, we hope you enjoy reading this Euro-Rijn Group Corporate magazine.

Albert van Ommen Jr.
Managing Director



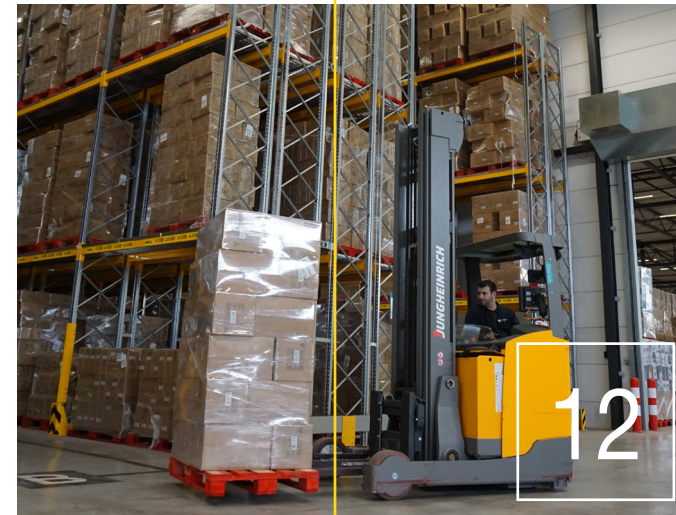
This edition



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40 years young



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Maritime partners



Independent Transport Logistics
An independent subsidiary



The Euro-Rijn Group has been founded on a tremendous entrepreneurial mind-set.

Euro-Rijn Group

40 years young

2019 is a jubilee year for the Euro-Rijn Group, as the company will be celebrating its 40th birthday. Although 40 is not a particularly advanced age for people, it is an important milestone for many companies, and the same goes for the Euro-Rijn Group. Having reached this milestone, however, the group prefers thinking of itself as being “40 years young”. After all, the four-man board of directors wants the group of companies to keep working together with all its employees to provide ever-better services to its clients.

Over the years, a lot of water has had to flow through the Rhine before the organisation could get this far. The founder of our company, Albert van Ommen Sr., still enjoys telling long stories about his many years as an entrepreneur and he has written a beautiful preface to the anniversary book, published to celebrate Euro-Rijn Group’s 40-year anniversary. This book relives the company’s rich history, supported by articles and a wealth of visual materials.

For 40 years, the Euro-Rijn Group has been founded on a tremendous entrepreneurial mind-set, identifying opportunities and having the courage to seize them. In the process, the board has always chosen for long-term partnerships.

Our history

The anniversary book guides readers through the past 40 years of Euro-Rijn, from the very beginning in 1979 to the present day. In a delightful conversation, Mr Van Ommen Sr. tells us how he started his career as a barge skipper, before quickly realising that brokerage and shipping were more appealing to his inner entrepreneur. In 1979, he founds his first own company, naming it Scheepvaartonderneming Euro-Rijn, which focuses on the core

activities of transporting dry cargo, such as coal, ores, animal feed, road building materials and salt, rather than actual physical transport. When an important client goes bankrupt in 1981, however, Van Ommen seizes the opportunity to enter the road salt trade, instead of merely transporting it, leading to the birth of Eurosalt.

The company grows slowly but surely, thanks in part to Van Ommen’s loyal employees. His wife, Tonny, also plays a key part in the company’s progress. “Back in the day, she monitored and managed our finances in such a way that the company could continue to grow, whilst building the reputation of being a reliable, long-term partner, Van Ommen tells us. This, as history has taught us, has proven to be very important, because customers tend to stay with Van Ommen for the long term.

In the early 90s, when Albert van Ommen Jr. is still a student at the Rotterdam Shipping College, he finds himself walking into the company’s offices on the Schiedamse Vest in Rotterdam almost every day, where Albert Jr. receives his highly practical training in the world of Euro-Rijn. Though still a student, he already arranges transport, answers the phone or calls customers himself. It quickly becomes clear that apple trees do not bear pears, as Albert Jr. ►

The horizontal organizational structure and flexibility within the entire group allow the group to quickly respond to changes.



proves that he, too, possesses a strong entrepreneurial spirit, just like his father.

In 1993, Van Ommen Jr. moves to the Duisburg office to take care of ferrous alloy logistics, managing to expand the operation considerably, until it ultimately becomes Euro-Rijn International. The collaboration with Associated Metal Services (AMS) based on Moerdijk enables the company to grow even larger.

In 1998, Albert van Ommen Jr. acquires his first shares in the company, officially becoming a director alongside his father. At the time, Euro-Rijn is primarily a family business. It is not until 2009, when Van Ommen Sr. turns 65, that all shares are transferred from senior to junior.

Since then, Van Ommen Jr. has mainly worked on the Transport & Logistics and Salt Trade divisions, although the company has always focused on Transport & Logistics in the broadest sense of the word. As Van Ommen Jr. still says today: "You can sell anything with well-organised logistics."

Growth:

Over the years, the company has grown and developed considerably in various fields, including real estate development, for instance, for its own subsidiaries as well as third parties. Nowadays, most development, though certainly not all of it, is geared towards Transport & Logistics. As director Ard de Keijzer puts it: "the designs have to be beautiful and smart, of course, but it is also important that the buildings are as up-to-date as possible." The Real Estate division, which has been led by director and partner Ard de Keijzer since 2001, also develops "built-to-suit" buildings and carries out most of its activities under the flag of Kenick Real Estate.

Though a completely different field, the company also works on staffing & secondment. Aldivèr is first established in 1993 and has a relatively modest presence in the flexible labour market in its early years. When Samir Sharma joins the company in 2005,



Euro-Rijn
Group

The anniversary book, which we published about Euro-Rijn Group "40 years young".

however, he commits himself to developing these activities: after all, there is plenty of Transport & Logistics work to be done, but you need people to actually do the work. Euro-Rijn's managing board prefers keeping control of staffing matters, as this offers clients greater reliability and, therefore, added value. Sharma manages to expand the Human Resource Solutions division, which has since been renamed the Flexcraft Group, with great success. In his own words: "You should do business with clients that your temporary workers want to work for. That is the way to build mutual, long-term partnerships."

Nowadays, Flexcraft's 100 employees work on growth, quality and continuity day in, day out. The 3,000 temporary workers employed by Flexcraft work in four key sectors. Elsewhere in this magazine, an article dedicated to Flexcraft describes the company in greater detail.

2019 and beyond:

Over the past four decades, what started as a single company has been built into an organisation with four divisions. There is great synergy between the individual divisions, while the horizontal organizational structure and flexibility within the entire group allow the group to quickly respond to changes.

The Euro-Rijn Group already controls the entire chain from shipping, customs, storage and transshipment, in addition to staffing. Now, the group mainly seeks to grow by developing; becoming stronger in the broadest sense of the word.

Naturally, the board will continue to explore avenues for continued growth and continue to grab any opportunities that present themselves, even if only out of business instinct. Growth will mainly consist of acquiring additional activities, which will allow us to provide an even better, more complete range of services to our customers. The Transport & Logistics division, for instance, is currently working on setting up several distribution centres for retail. In the chemical sector, we have also taken steps to expand our logistics services.

Regardless of what the future will hold, long-term relationships, based on true entrepreneurial spirit and the firm conviction that a deal's a deal, will always come first for the managing board of the Euro-Rijn Group, even as the company is developing from a family business into a large, multi-sector private company. Albert van Ommen Jr. concludes our conversation as follows: "We do admit that we are quite proud of everything we have achieved over the years, which is why we are publishing a fantastic anniversary book that puts the organisation's rich history into words and visuals."

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Let's introduce Jouke Jelgerhuis Swildens

Jouke Jelgerhuis Swildens might not be as widely known as he should be, which is why we want to introduce him to you in this article. Since the end of 2016, Jouke has been the CFO of and a partner in the Euro-Rijn Group.

Jouke was born in Vlaardingen in 1963. Born into a family of shippers and fishermen, his grandfather opted for a different profession, becoming a car dealer in 1933. His father first worked as a financial director, before the baton was passed to him and he took over the car dealership. The obvious move for Jouke was to follow in his father's footsteps, but after his brother decided to study to become an accountant, his father recommended that he enrol in the same programme. After all, accountancy is a great profession that offers great career prospects. Jouke follows his father's advice and after obtaining his degree from Erasmus University Rotterdam in 1993, he gets his first job as an accountant in Rotterdam.

After several years, Jouke has managed to build a great career, before ultimately becoming a partner and board member of a large, international firm. In the late 90s, Jouke meets Mr Van Ommen Sr. and Jr., who were Euro-Rijn's directors at the time. Having grown and developed significantly, the company is looking for a new accountant who can do more than just provide annual reports and file tax returns once a year. In the midst of its rapid expansion, Euro-Rijn could well do with sound advice and support. Van Ommen Jr. and Sr. get on so well with Jouke that he becomes the account for the Euro-Rijn Group through the accounting firm he is working for at the time.

From 1998 onwards, Jouke examines and checks the accounts of all companies belonging to the Euro-Rijn Group, so that he can approve them, as befits an accountant. Over the years, however, Jouke's role develops into a more advisory one, as his scope increases to all the various financial aspects of the organisation. On a personal level, the relationship between the men also grows closer. In 2003, Van Ommen Jr. and Sr. even ask Jouke to accompany them on a trip to Germany, where they have identified an opportunity to acquire a company and must now hold various meetings and negotiations. Ultimately, the deal falls through - due primarily to the attitude of the German party -, but it is a valuable experience nonetheless.

However, as it is required by law that the partners of an accounting firm rotate their client base from time to time to prevent an overly complicated mix of personal and business relationships, Jouke notifies Van Ommen Jr. that he will have to give the Euro-Rijn Group account to one of his colleagues in the middle of 2016.

In response, Van Ommen Jr. jokingly suggests that Jouke leave the accounting firm. After all, despite the fact that its accounts are always in order, the Euro-Rijn Group could put a sound CFO to good use. The group has earned the right to call itself a serious organisation, based on its activities, sales, turnover and workforce, and it is a position that the board wants to retain.

Having grown and developed significantly, Euro-Rijn is looking for a CFO who can do more than just provide annual reports.

Jouke is caught somewhat by surprise by Van Ommen Jr.'s proposal, but he simply cannot escape the entrepreneurial spirit he has inherited from his grandparents. In late 2016, Jouke joins the Euro-Rijn Group as its CFO and partner, thus completing the current board of directors.

In this role, Jouke focuses on all financial aspects of all companies belonging to the Euro-Rijn Group, in addition to preparing all annual reports. This mainly includes monitoring and maintaining the financial security the group has managed to achieve over the years. Jouke can usually be found in his office on the Plaza in Moerdijk, but he also pays regular visits to the external headquarters of other member companies.

Jouke now lives in Krimpen aan den IJssel. His wife also works in the financial sector. They have one daughter (19) together. When Jouke is not working, he loves spending time on his passion: old-timer cars. His love for cars, especially the older models, must have been passed down by his grandfather.

Euro-Rijn XL Logistics

Major new Retail player

Moerdijk is home to the Euro-Rijn XL Logistics distribution. A strategic location, easily accessible by water and by land, situated right next to the CCT container terminal. All this means that the distribution centre is very well suited to the large volumes that are processed here. As of 1 September 2018, Euro-Rijn acquired the activities of Koolwijk Moerdijk, renaming the company Euro-Rijn XL Logistics to express both that the company is now part of the Euro-Rijn Group and that it processes large volumes.



"This distribution centre occupies a unique position within the Euro-Rijn Group, because it enables us to enter a new market. The retail market is known to be incredibly dynamic. Our customers demand a high service level, but we can expertly respond to these needs. Thanks to short lines of communication with our customers, we make sure that we are ready to answer any and all question 24 hours a day, 7 days a week", says General Manager Dennis Coppens.

Euro-Rijn XL Logistics now has approximately 200 permanent and temporary employees, working on multiple locations with a total combined surface area of more than 150,000 m2.

"We take care of all incoming transport, storage and outgoing transport for various retail customers. Every week, we unload about 500 containers and load another 600 trucks/containers for departure. It is important that this process is as streamlined as can be, because the storage windows can vary from a few hours to a few weeks. The combination of our customer-oriented approach and the tremendous volumes we process means our team always has an exciting challenge to face," Dennis continues. Dennis

explicitly refers to the employees as a team because everyone has his or her own expertise and everyone has to work together to optimise the process and satisfy the customer. This is a continuous process and we constantly strive to identify ways to boost our efficiency in order to create a win-win situation.

Logistics manager Peggy Kakebeeke explains: "There are three different disciplines within Euro-Rijn XL Logistics.

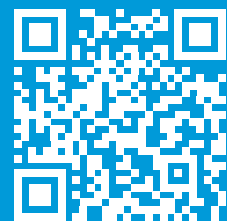
1. We take care of palletising and temporary storage for Loose-loaded containers, for instance,
2. and coordinate transport to approximately 80 distribution centres throughout North and West Europe from Moerdijk.
3. We also provide fulfilment services for online retailers, which consists of order picking, repackaging and transport to various mail sorting centres in a wide range of countries." ▶



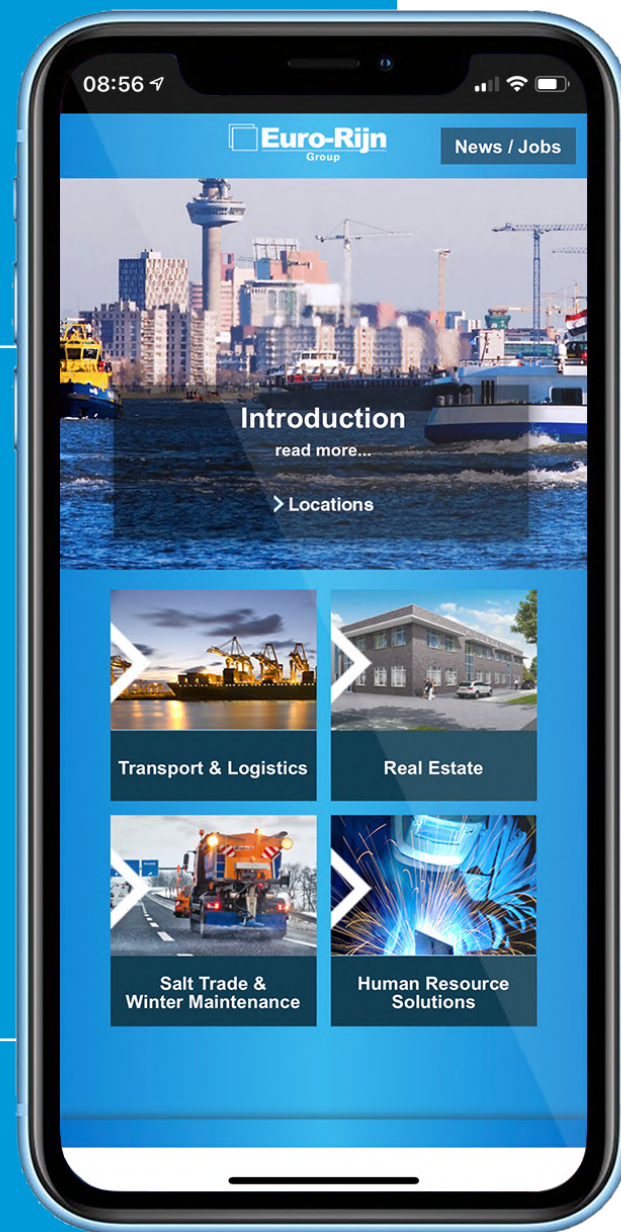
We constantly strive to identify ways to boost our efficiency in order to create a win-win situation.

Euro-Rijn Group App

All of our activities are structured in separate legal entities with own management. This APP aims to provide you with a clear insight of all Euro-Rijn Group companies and enables you to swiftly navigate between companies, activities commercial contacts, photos, video and latest news.



Scan & download the App



Maximum service

Making life easier for our customers is one of our core values. Euro-Rijn Logistics does this by obtaining customs clearances for goods and carrying out re-work activities for suppliers, such as repacking and repackaging. Euro-Rijn Customs Advice was founded especially to take care of customs clearance for customers, but the services provided by Euro-Rijn XL Logistics start even before the products are received. Approximately 90% of all containers on a barge are transported to Moerdijk, often in close cooperation with Combined Cargo Terminals (CCT), who take care of transport between its trimodal terminal and the warehouses. Customers can also opt to have their cargo stored in the warehouse.

In addition to its standard services, Euro-Rijn XL Logistics also provides Value Added Services (VAS), such as repacking, spare parts handling, quality checks, display assembly or part replacement.

Cooperation within the Euro-Rijn Group

Naturally, Euro-Rijn XL Logistics also works with other companies in the Euro-Rijn Group, such as Independent Transport Logistics (ITL), which arranges transport, or Flexcraft, which provides the right staff. Of course, Euro-Rijn International and Multi Cargo Logistics are also involved should any additional storage capacity be needed. Last but not least, there is also Euro-Rijn Customs Advice, the most recent addition to the group. All in all, we always look for ways to provide our customers with the best possible service.

The transport sector can be considered dynamic due to major price competition, staff shortages and capacity problems, and these developments are also key areas of interest for Euro-Rijn

In addition to its standard services, Euro-Rijn XL Logistics also provides Value Added Services (VAS).

XL Logistics. On top of that, we always strive to look ahead to anticipate new innovations and trends. One of the trends we are currently investigating is mechanising a lot of the manual work involved in the process, and we are also exploring ways to efficiently improve the handling process through automation, for instance. Euro-Rijn XL Logistics has the ambition to become one of the region's most attractive employers, standing out by offering its employees favourable terms of employment and pleasant working conditions, as well as giving personal attention to all employees. Euro-Rijn XL Logistics uses short lines of communications, giving employees the freedom to contribute their own ideas for potential improvements. We are also investing in new work clothing, new transport equipment and new canteen facilities.

Peggy Kakebeeke and Dennis Coppens can be reached on:
T +31 168 334324
E info@eurorijnxl.com



Development

New distribution center for Strootman Group in Roosendaal

The Real Estate division of the Euro-Rijn Group develops and carries out real-estate projects for its own companies and for third parties, focusing primarily on the field of Transport & Logistics. A large, two-part distribution centre measuring approx. 23,000 m2 is currently being built on the Borchwerf II industrial estate in Oud Gastel / Roosendaal.

The first, larger part, known as unit A, will immediately be put to use by Strootman Group upon completion. This company purchases so-called 'fast-moving consumer goods', including confectionery products and chocolate, from producers and distributes them to a global network consisting mainly of non-food retail chains. The company thus offers great benefits to both suppliers and customers. The second and smaller unit B will first be rented out to a third party for several years. Subsequently, unit B will also be used by Strootman, based on the company's expected future growth.

The idea to develop and build a new distribution centre was prompted by a tour of a nearby distribution centre. Strootman currently works with no fewer than four separate storage locations, having outgrown its headquarters on the Oudlandsedijk in Oudenbosch. Unfortunately, this reduces efficiency, leading to higher costs.

Strootman consciously decided to move to Borchwerf II, as many major players already have distribution centres here due to the logistically favourable location and its close proximity to Oudenbosch, which is just a few dozen kilometres away. This, of course, is very handy for employees.

The Borchwerf II branch will mainly be used for large-scale logistics and the zoning plan was determined accordingly, which means the municipality knows exactly what kind of building will be built here. After negotiations about the purchase of the plot, the process of applying for all necessary permits went off without a hitch.

Construction and delivery

Construction started in November 2018. The project's groundwork phase took a long time, as piling and laying the foundation, which involved driving more than 10,000 piles into the ground, were particularly time consuming. Now, however, the contours of the building can be seen clearly above ground. The estimated date of completion for the building is 1 October 2019. In terms of climate

control, the warehouse does a lot more than a typical logistics building would, mainly due to chocolate's sensitivity to temperature fluctuations. Construction, construction management and all installation work is carried out by experienced expert parties.

Sustainable

The current building code already sets the necessary requirements in the field of sustainable construction, but both Strootman and we ourselves prefer going one step further. The building is fully electric and will not be connected to the gas grid. On top of that, we have applied for a so-called "BREEAM In-Use". BREEAM is a method to assess a building's performance with regard to sustainability that was developed by BRE, Building Research Establishment, an advisory & research agency based in the UK. As opposed to other sustainable benchmarks, BREEAM is an independent certificate that focuses on monitoring three components: asset performance, building management and occupier management. Each of these three components is assessed against nine different sustainability categories: management, health, energy, transport, water, materials, waste, land use & ecology, and pollution.

New plans

The Real Estate division has already started working on new construction plans, and another, smaller logistics building, measuring approx. 5,000 m2, is being built in Roosendaal, which will be used by third parties. In addition, construction recently started on a major logistics hub measuring 35,000 m2 for Rotterdam Polymer Hub on Rotterdam's Maasvlakte. You can find out more about this unique member of the Euro-Rijn Group elsewhere in this magazine.

More information:
Ard de Keijzer
T + 31 168 393219

The estimated date of completion for the building is 1 October 2019



Building the new distribution centre for the Strootman Group in Oud Gastel/Roosendaal.



Company overview

Transport & Logistics

BSR Van Uden Stevedoring B.V.

Storage and handling of general cargo, bulk and breakbulk cargo, for shipping companies, shipping agents, freight forwarders and cargo owners in the port of Rotterdam.

bsrvanudenstevedoring.nl +31 104 760 171

Combined Cargo Warehousing B.V.

Ideally situated between the ports of Rotterdam and Antwerp, we operate our own warehouses for covered storage of general cargo.

ccwmoerdijk.com +31 168 385 333

Euro-Rijn Custom Advice B.V.

Our knowledge, experience and approach enable us to serve customers quickly and efficiently to handle customs matters.

eurorijncustoms.com +31 168 393 170

Euro-Rijn Deutschland GmbH

Euro-Rijn Deutschland Schiffahrts- und Speditionsgesellschaft, established in 1990 in Duisburg, provides high-quality international forwarding services.

eurorijn.com +49 206 620 500

Euro-Rijn International B.V.

Euro-Rijn International has a worldwide reputation in the field of door-to-door logistical services in the metal and ferro-alloy industry.

eurorijn.com +31 168 393 250

Euro-Rijn XL Logistics B.V.

Our center covers an area of more than 150,000 square-metre and is extremely suitable for the storage of palletized products.

eurorijnxl.com +31 168 334 324

Independent Commodities Logistics B.V.

Independent, reliable and dedicated. These are the keywords that represent the values of Moerdijk is first LME registered warehouse company.

commoditieslogistics.com +31 168 820 070

Independent Transport Logistics B.V.

An international Forwarder specialized in road-transport through Europe.

itlbv.com +31 168 393 275

Libra Shipping B.V.

Ship(broking) agency company specialised in coastal trade active in worldwide shipping with an emphasis on Europe, the Mediterranean and the Black Sea and West Africa.

[no site](http://no.site) +31 180 441 151

Multi Cargo Logistics B.V.

Specialized in warehousing, distribution and transportation of ingredients and additives, especially for food, animal feed and pharmaceutical products.

mclbv.com +31 168 820 050

Rotterdam Polymer Hub B.V.

The first dedicated poly logistics facility, in the Port of Rotterdam. An in-house Customs department will coordinate your shipments.

rtmpolymerhub.com +31 168 393 115

Scheepvaartonderneming Euro-Rijn B.V.

Scheepvaartonderneming Euro-Rijn, established in 1979, offers inland barge transports and forwarding services in the broadest sense possible.

eurorijn.com +31 168 393 220



Real Estate

AMInvest (Holding) B.V.

We invest in the development of logistic and industrial sites in order to facilitate the establishment of companies active in the transport and logistics industry.

[+31 168 393 109](http://+31.168.393.109)

Flushing Service Park C.V.

A new industrial and logistics area in the port of Vlissingen. FSP is a joint venture with North Sea Port. The 27-hectare "dry" area offers plots for companies in full ownership or in lease.

[+31 168 393 103](http://+31.168.393.103)

KDC Vastgoed B.V.

Specialised in taking positions in smaller construction sites for business and residential estates. KDC acts as a general contractor for carrying out the complete process.

[+31 168 393 233](http://+31.168.393.233)

Kenick America B.V.

We have extensive experience and knowledge in the field of property development of residential real estate projects, especially in Florida in the United States of America.

[+31 168 393 105](http://+31.168.393.105)

Kenick Real Estate B.V.

Is an independent property investment company that mainly invests in logistic and "light industrial" properties in The Netherlands.

[+31 168 393 105](http://+31.168.393.105)



Human Resource

Aldicare B.V.

Together with leading actors in the care sector, Aldicare has developed a regional approach with a unique service offering, thus enabling care institutions to immediately profit.

aldicare.nl +31 887 307 950

Aldiver werk en leerbanen

Daily we recruit, match and supervise hundreds of students who follow training programs to become logistic professionals like: forklift, truck drivers, logistic planners and more.

aldiver.com +31 887 307 950

Flexcraft Polska

Flexcraft Polska, established in 2002, is a rapidly growing Polish international recruitment and temporary employment agency.

flexcraft.pl +48 77 474 68 08

Flexcraft European Work Support

Flexcraft European Worksupport is a recruitment and temping agency specialized in international workforce from Poland and other EU countries.

flexcraft.eu +31 887 307 900

&CO

A project management agency with waiters, hostesses, chefs and workmen with appropriate clothing and looks. A complete combination for every event.

en-co.nl +31 105 225 471

Rent a Butler B.V.

The staff of Rent A Butler operates during major parties and events, but can also be a reliable solution during sickness and vacation of your permanent employees.

rentabutler.nl +31 104 115 141

Flexcraft Detaned B.V.

For over 15 years, Detaned is the leading intermediary acting in for independent(s) to construction and engineering companies.

detaned.nl +31 104 558 054

Flexcraft Labourforce B.V.

A specialized intermediary who deploys professionals in diverse technical companies in construction, industry, petrochemical industry and shipbuilding.

flexcrafttechniek.nl +31 850 220 222



Salt trade

Eurosalt Handelmaatschappij B.V.

All-round supplier of all types of salt, from de-icing salt (for roads) to consumer salt.

eurosalt.nl +31 168 393 200
eurosalt.de +49 2066 205 060

Eurosalt Winter Services B.V.

Winter maintenance of roads, supply of salt saturators, pump stations, salt silos and the provision of winter service training.

winterservices.nl +31 168 393 200

Gladheidsbestrijding Amsterdam District B.V.

The company experience in the field of professional de-icing and prevents 24/7 winter discomfort on roads and business estates.

strooienamsterdam.nl +31 252 672 614

Gladheidsbestrijding Mainport Rotterdam B.V.

GMR offers various options for the de-icing of roads at business estates within a wider range of services for customised winter maintenance.

strooienrotterdam.nl +31 181 452 735

Gladheidsbestrijding West Brabant b.v.

By offering various options for de-icing and customised solutions, GWB ensures a safe and accessible working area 24 hours a day, 7 days a week.

strooienwestbrabant.nl +31 168 393 205



Rotterdam Polymer Hub

A logistics hub on Rotterdam's Maasvlakte

The Rotterdam Polymer Hub (RPH) was founded in September 2017. RPH is building a hub on Rotterdam's Maasvlakte, with the warehouses & site scheduled to be completed in the first quarter of 2020. The project involves 35,000 m² warehouses that will be used to store standard packaged polymers, but will also allow for bag slitting and packaging bulk in 25 kg bags, big bags and octabins.



In addition to the warehouses, the hub will also feature a container yard, where bulk containers can be processed with a tilt platform in 30' containers (intermodal) and silo trucks. At the same time, RPH is also exploring ways to offer vertical silo storage.

Geert Van De Ven, director at RPH, tells us: "We spoke to various customers who are actively looking for alternative ways to receive and transport the polymers they import. The Port of Antwerp has always been the premier port for importing polymers to the European market, but thanks to its infrastructure and vision, the

Port of Rotterdam has become a strong alternative. When we started talking to the Rotterdam Port Authority about this matter, it quickly became clear that there is a tremendous opportunity here. It is of great importance, however, that we work closely with our customers, so that we can be part of the entire supply chain."

In the US, particularly in the Houston area, enormous amounts are being invested in the production of polymers, based on shale gas exploration, which opens up a cheaper way to produce ethylene. Polyethylene, one of the polymers we use, is an ethylene-based product. Thanks to these investments, the overall capacity is set

In the chemical and petrochemical industry digitisation is extremely important.



to increase by almost 12 million tonnes by the end of 2022, part of which will be sold in Europe. As such, it is not that surprising for RPH to offer an excellent alternative to today's terminals.

In the chemical and petrochemical industry, which are RPH's key target industries, digitisation is extremely important. The RPH process will use digital codes (QR, Bar code), which are scanned when cargo is delivered to the hub or transported from the hub. This will let transport companies enter the terminal and receive the cargo for their customers more quickly. In addition, the people at RPH are keeping a close eye on any opportunities technology may offer in the coming years, such as the CER, or Container Exchange Route, which will be launched in 2021. This innovation is an investment of the Port of Rotterdam Authority, which will see RPH connected to an internal transport system for containers on Maasvlakte 2. Apart from ongoing digitisation and increasing automation, high levels of quality and safety are essential, especially if you are working for the chemical and petrochemical industry. The well-known ISO certificates, GMP and SQAS have already been obtained, or will be obtained if necessary.

"We are a young and ambitious company, with a strong focus on the future. Our mission is to offer flexibility, transparency and high-quality service. And, of course, we want to do so by working closely with our customers," says Van De Ven.

The Rotterdam Polymer Hub will also facilitate other service providers, without forcing them to invest in the Port of Rotterdam themselves. RPH has already entered into such partnerships with ETC Holland, Move-Intermodal and ITL (a Euro-Rijn Group subsidiary).

RPH is a strategic partnership between Geert Van De Ven and the

We are part of the clients supply chain.

Euro-Rijn Group. As mentioned before, RPH works closely with ITL, but all parties involved are convinced of the potential of further cooperation or synergy with other companies in the Euro-Rijn Group. These synergies offer tremendous benefits of both a financial and a practical nature.

Contact details:
Geert Van De Ven
Managing Director
P +31 168 393 115
M +32 468 48 77 44
E g.vandeven@rtmpolymerhub.com
www.rtmpolymerhub.com



Flexcraft History

Flexcraft Group is one of the four divisions within the Euro-Rijn Group. In this article, it would like to introduce itself to you.

History:

This division dates back to 1993, when Aldivèr set its first steps in the staffing and secondment industry, starting off on a modest scale, with only 20 temporary employees.

The name Aldivèr, incidentally, is a portmanteau of the Dutch words 'Algemene Dienstverlening', or General Services, stemming from a time when the company did not yet focus on a specific industry. Nevertheless, this agency is acquired in 2003, with a view to the future. It is not until 2005 that the company takes real steps into the world of staffing, when the arrival of new director Samir Sharma sees the company draw up and realise ambitious plans for growth. The Aldivèr Werken en Leren (Work & Learn) business unit was set up in 2006, followed by the foundation or acquisition of various other businesses between 2007 and the present. The "flexible workforce" division goes through major growth & development every year. In 2016, the decision is made to join together all business units and companies into the Flexcraft Group Holding, and in the same year, Flexcraft relocates to its new headquarters in Gorinchem, where it develops initiatives in the field of technology, construction and hospitality. ▶

Flexcraft's mission is to 'create and retain satisfied temporary employees'.



The daily, approximately 3.000 temporary employees of Flexcraft, work in very various branches.

Present day:

In the words of director Samir Sharma: "Flexcraft Group has since become the parent company of a wide range of companies in the flexible labour industry. We are specialists in connecting people with jobs, and we have approximately 3,000 temporary employees working at companies in a wide range of different industries, such as the meat industry, transport & logistics, the food industry, construction and industrial technology. The number of industries in which we operate is increasing, as we have recently established a presence in healthcare with Aldicare, for instance. Two of our subsidiaries in the hospitality industry are &CO and Rent a Butler, which see us provide hosts and hostesses, waiters and cooks for events and hospitality establishments. At our headquarters, approximately 100 people put in their best effort to work on growth, quality and continuity every day."

Aldivèr werken en leren in Transport and Logistics is one of the Netherlands' largest secondment agencies involved in Work & Learn programmes. Aldivèr werken en leren strives to find the perfect match between students and companies, in which personal attention and support come first. This subsidiary specialises in mediating for and supporting students in BBL programmes for the transport & logistics sector and works very closely with almost all Vocational Colleges in the country. Aldivèr's goal is not to become the biggest player, but to be the best. The best for customers, schools and students. "This approach is apparent in much of what we do, such as our services, our rates, our open lines of communication and, naturally, in how we enforce the laws & regulations that apply to our temporary staff." Aldivèr's core values are quality, safety and growth.

As mentioned before, Flexcraft works with clients in various branches throughout the Netherlands. As Sharma sees it, Flexcraft's mission is to 'create and retain satisfied temporary employees', which, when you consider that a company's staff may just be its most important resource, seems no less than obvious. That is exactly why Flexcraft works with clients to find good, enthusiastic employees who enjoy doing their job. Flexcraft recruits, selects, mediates for and supports European temporary workers. As our name suggests, we provide flexible solutions, without any risks but with the best possible service and at the most competitive prices in one complete package. "By finding the right staff and using efficient scheduling methods, we can help our customers deploy their workforce more effectively, more quickly, more smartly and, therefore, more cheaply", says Sharma.

Driven by the increasing demand for qualified staff from Eastern Europe, the Flexcraft Group acquired Flexcraft Polska, a recruitment and temporary employment agency, in 2015. Flexcraft Polska has three branches in Poland and carries out recruitment activities for all members of the Flexcraft Group that need Polish employees. Briefly put, Flexcraft is a full-service employment agency specialising in international employment services for any and all sectors.

For more information:
T +31 88 730 79 00
E info@flexcraft.eu
www.flexcraft.eu





Multi Cargo Logistics

The art of making life easier

Multi Cargo Logistics B.V., or MCL for short, provides complete logistical services for food, feed, organic and pharma companies. In this case, complete actually means complete: the company takes care of the storage, transfer and supply of ingredients and additives. For MCL's customers, these services mean that they can streamline their production processes and that they can always have insight into and control over their resources. That is what MCL means by the art of making life easier.

At MCL, we make sure that customers stay in control of their own stock and transport.



MCL used to be known as Distribution Center Moerdijk (DCM), but after a change of management and a relocation to a state-of-the-art warehouse, the company has taken a new direction. The new warehouse is situated on Moerdijk's Logistic Boulevard, a location of great strategic importance, as it is right between the ports of Rotterdam and Antwerpen.

The new warehouse has been carefully tailored to all current and future customer needs and wishes, as well as all applicable laws and legislation. The efficiency of the storage facilities has been increased, for instance, product traceability has been improved and there is an in-house repacking space that boasts a comprehensive suite of weighing facilities. For MCL, there is nothing more important than providing high-quality service to its customers, which is why it does more than just storage and transport. The distribution centre has everything it needs to supply additives and auxiliary agents to each customer's specifications. Containers are unloaded and loaded, goods are stored and then delivered on time, on request in the right volumes and in the right packaging.

Director Ronald Hompus emphasises that MCL is a multi-functional service provider with ample experience in the entire supply chain for the food, feed, organic and pharma industries. "It doesn't matter how the raw materials are delivered to us: regardless of whether we receive them in bulk or in smaller batches, we make sure that they are stored and distributed in accordance with the customer's wishes. From IBC, bags and barrels to bulk, cans and flexibags or big bags: we always package and repackage additives with due care. We have separate facilities with dust-extraction systems for food and feed products, which are cleaned in accordance with all applicable rules & regulations."

MCL can also process liquids, such as fats and lysine. Liquid ingredients and additives are unloaded straight from the tanker, before they are stored in MCL's tanks, with capacities ranging from 30 tonnes to 2,000 tonnes, in accordance with GMP guidelines. MCL even has heated terminals and tanks for raw materials that

require careful temperature regulation, which enables the company to monitor the temperature under all circumstances.

"At MCL, we make sure that customers stay in control of their own stock and transport. Thanks to our online web portal, customers can always monitor their ingredients and additives and request that they be transported whenever they want," Hompus tells us.

Big bags or regular bags are first placed on pallets to simplify transport. If the customer wishes, they can also be labelled with an SSCC, or serial shipping container code, enabling track & trace. It may seem superfluous, but for the sake of completeness, we should also mention that MCL possesses all GMP +, Skal-Bio control, FSSC22000, ISO 222000, Food Safety and Kosher certificates and standards.

MCL is a joint venture of Euro-Rijn Group and EuroNordic Logistics. Where necessary, companies within the group can work together to provide an even more comprehensive, even better range of services to the customer. And, as if the services it provides weren't already complete enough, MCL can even take care of any customs formalities for its customers. "We have our own customs licence and can store both free goods and dutiable goods in our warehouse. This, too, makes our customers' lives easier, so that they can focus entirely on production," says Hompus.

Forgetting about all technical aspects for a minute, despite their importance, what does director Hompus consider the most important value for MCL? "Listen to your customer and keep your word!"

Contact:
 Ronald Hompus
 Logistic Boulevard 13 Port No. M2175
 NL 4791 VC Klundert – Moerdijk
 T +31 168 82 00 50
 E info@mclbv.com
 www.mclbv.com

Libra Shipping

Maritime partners

You can safely say that Libra Shipping has a long-standing reputation in the coastal shipping industry. Founded in 1976, the company has worked hard for the past 43 years to achieve a respected, stable position in the field of maritime affreightment and shipping agencies.

Approximately 13 years ago, the Euro-Rijn Group aspired to acquire a strategic interest in maritime shipping, after which it initially acquired a 25% stake in Libra Shipping through Europartnership, a joint venture with Euro Nordic Logistics. About 9 years later, in 2015, that stake was doubled to 50%, after acquiring the shares owned by former Libra Shipping director Jus Lusse. This interest enables the Euro-Rijn Group to provide an even more complete range of logistical services, making life even easier for its customers.

The core activities of Libra Shipping consist of global dry cargo shipping, such as animal feed, grain products, salt, concentrates and fertiliser. However, you will also find yourself in good hands with Libra Shipping for the transport of project cargo or other general cargo. Libra Shipping's dynamic and motivated team of shipping experts has a thorough knowledge of the market and can provide its customers with sound advice with regard to purchasing and selling goods.

In addition to providing affreightment services, Libra Shipping also works as a shipping agent in all Dutch ports, including Rotterdam, Amsterdam and Vlissingen. The type of ship does not matter, as Libra Shipping takes an equally professional approach to bulk carriers, tankers, container ships or liner vessels. The company specialises in coastal shipping and has a presence in worldwide shipping, with an emphasis on Europe, the Mediterranean, the Black Sea and West Africa.

The company always handles its customers' cargo with a great deal of knowledge, pleasure and passion. And, apparently, that attitude has helped them along rather well for over four decades.

Libra Shipping is managed by Joost van der Elburg and Rob Vrouwdeunt. When we ask them how Libra Shipping distinguishes itself from its competitors, the answer is clear: "We are always ready for our customers, 24/7! Although the ultimate goal of this approach is to deliver the required performance, we do so with a no-nonsense mentality typical of the people of Rotterdam: always friendly and with a healthy dose of humour. Our customers describe us as skilled, reliable and pleasant to work with."

It goes without saying that quality is also of paramount importance to Libra Shipping, which is why the company has been GMP and



ISO 9001:2015 certified for years. When we ask the managers to say something about the company's future, we do not have to wait long for an answer: "We are looking forward to a bright future. Libra Shipping is simply the best in its market and we want to keep it that way."

At your service.

Libra Shipping BV
 Klompenmakerstraat 3
 2984 BB Ridderkerk
 T +31 180 44 11 51
 F +31 180 44 11 30
 E chartering@librashipping.nl



The company specialises in coastal shipping and has a presence in worldwide shipping.



Independent Transport Logistics

An independent subsidiary

Independent Transport Logistics BV, or ITL for short, is one of the Euro-Rijn Group's latest subsidiaries. Although it is a subsidiary of the Euro-Rijn Group, its name says everything there is to know about its position in the market: independent.



ITL is an internationally operating freight forwarder/charter company specialising in organising road transport throughout Europe. ITL works with professional, certified partners from all over Europe, who can spring into action quickly when needed. Thanks to ITL's enormous network and its in-depth knowledge of the market and the industry, it can transport cargo from A to B professionally and at competitive rates.

ITL, led by director and partner Edwin Koetsenruijter, was founded in February 2018. Back then, its first client was Euro-Rijn International. An example of a special project: recently, ITL had to work with Euro-Rijn XL Logistics to schedule a few dozen trucks for a Friday morning, all of which had to be unloaded in Germany by Saturday morning. ITL took this difficult, yet satisfying challenge

head on and completed it successfully. A fine example of logistical organisation that no other competitor managed to equal, giving a great boost to ITL and its employees.

Every single client can turn to ITL for a complete solution to their logistical problems, which is why it now works with many different clients in a wide range of industries, such as the metal industry, food & beverages, chemicals and brown goods.

By always assisting customers in finding the best possible logistical solution, whilst always delivering on its promise, ITL has become a reliable service provider. Among the Euro-Rijn Group and external companies, ITL wants nothing more than to have a reputation for being a reliable partner offering competitive rates.

We pay all our charters within 30 days of the invoice date, which has seen us build a reputation of reliability, whilst also enabling us to provide higher-quality service thanks to good, clear communication, competitive rates and, above all, on-time delivery. If necessary, ITL employees also support and guide their charters through the process, to make their organisations perform better as well.

Briefly put: as a reliable charter office for shippers and charters, ITL is truly independent within the Euro-Rijn Group. The vast majority of shippers still need personal contact, and despite the fact that many freight exchanges have gone digital, this is an aspect that ITL is happy to work on, as the personal touch is key for reliable, innovative logistics service providers.

For more information
Edwin Koetsenruijter
ITL is located at Plaza 6 in Moerdijk
T +31 168 39 32 75
E info@itlbv.com
www.itlbv.com

ITL wants nothing more than to have a reputation for being a reliable partner offering competitive rates.

We bring business forward

Euro-Rijn Group B.V.
T +31 168 393 201

Plaza 6
4782 SK Moerdijk
The Netherlands

P.O. Box 76
4780 AB Moerdijk
The Netherlands

euroringroup.com

 **Euro-Rijn**
Group