

**BRASOV - PRODUCTION AND
LOGISTIC FACILITIES**



**AIRPORT
LOGISTICS**

OVER 45.000 SQM OF HIGH TECH PRODUCTION AND LOGISTICS



LOCATION OPPORTUNITY

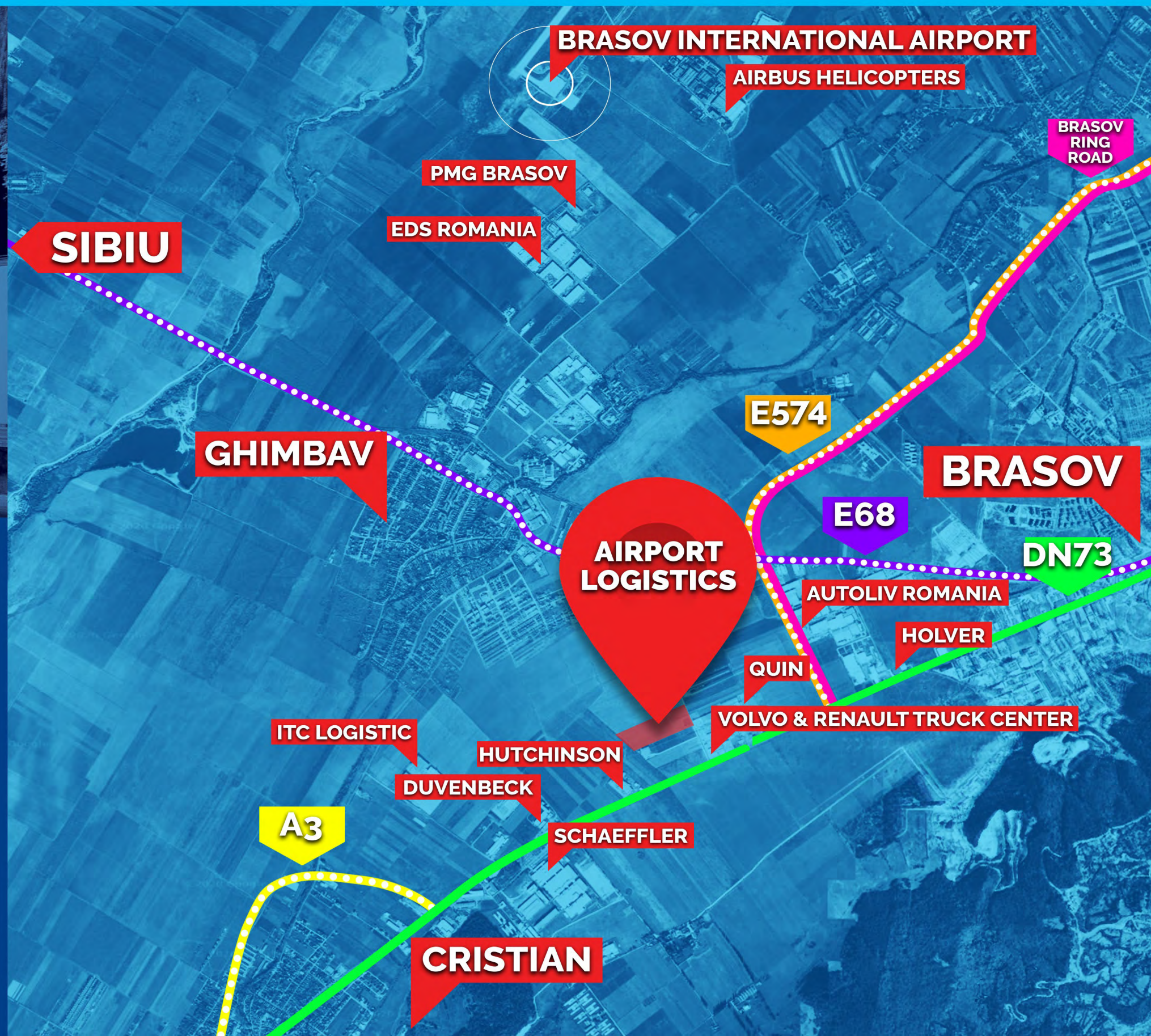


Located in Brasov key industrial area next to **Schaeffler**, **Autoliv**, **Quin**, **Hutchinson** and **Duvenbeck**.

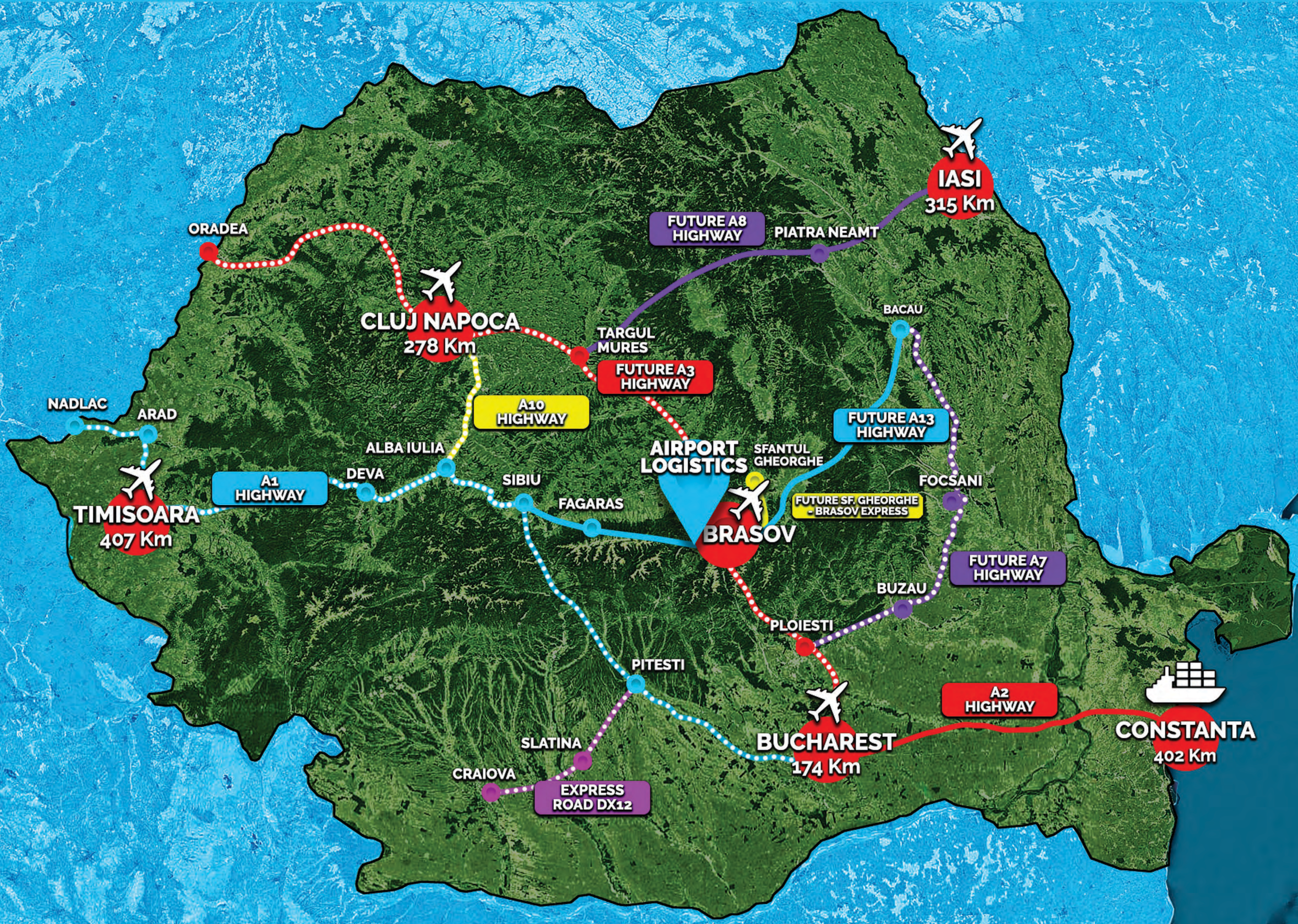
Minutes away from **A3 Highway Bucharest-Brasov**, **Brasov Ring Highway** and **Brasov International Airport**.

Right in the heart of the country aprox. 4h-4.5h drive to main regional cities **Cluj**, **Timisoara**, **Iasi** and **Constanta**.

Central location facilitates access to Romanian **airports**, **ports**, **railways** and **customs**.



CENTRAL LOCATION





CONNECTIVITY

The site offers ideal positioning. Adjacent to **E574** and **E68** European roads which crosses and connects central Romania, all major cities are within optimal distances.

Future **A3 (Bucharest-Brasov)** together with **A13 (Brasov-Bacau)** and **Brasov - Sibiu** highways are planned to be connected in the vicinity of the site to facilitate more express routes. **Brasov International Airport** will offer air travel capacities, along with all the other airports in **Sibiu, Cluj, Timisoara, Iasi** or **Bucharest**. Maritime transport can be accessed through ports at **Constanta** or **Mangalia**, through **A2 (Bucharest-Constanta)** highway.

With neighbors such as **Schaeffler, Autoliv, Quin, Hutchinson** and **Duvenbeck, Airport Logistics** confirms that its location is the best as a production and logistics facilities duo.

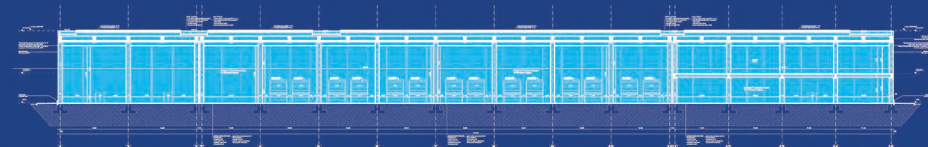
OPPORTUNITY

The central location within the country makes all neighboring countries quite equidistant. **Serbia, Bulgaria, Moldova, Hungary** or **Ukraine** are all optimally accessible.

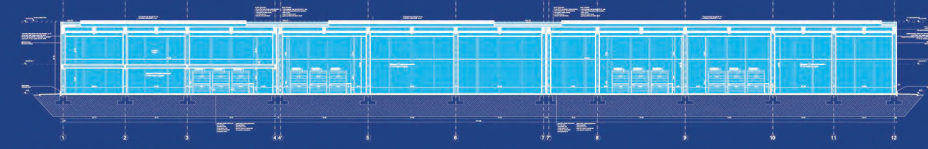
If a regional reach is on your agenda, **Airport Logistics** offers up the possibility of expanding distribution capacities beyond country-wide in south-eastern Europe.

The sector of Ghimbav, Brasov county, where the site is located, has been a busy hub for both production and logistics for a number of years. Therefore local municipality and planning committees are well prepared for any demand or challenge the development may request.

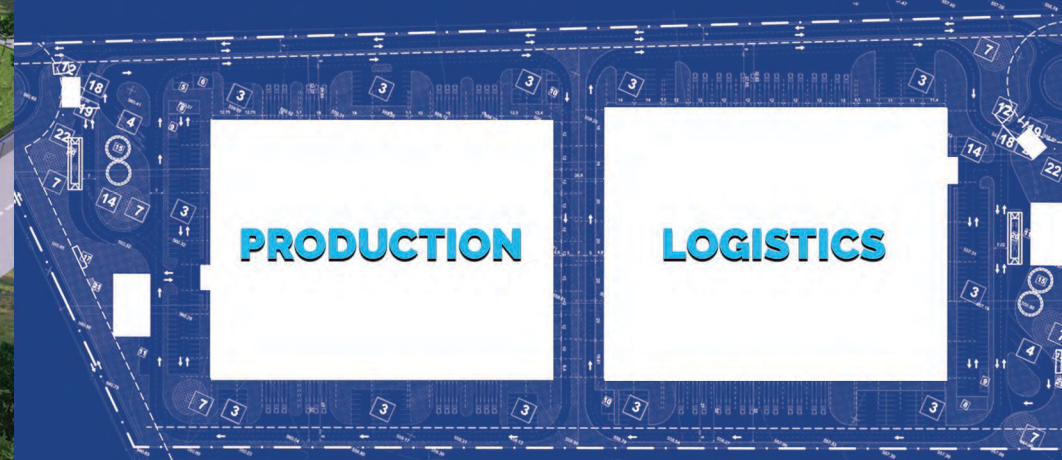
PROJECT OVERVIEW



LOGISTIC PARK 1 - SECTION



LOGISTIC PARK 2 - SECTION



01 Over 11 ha of development land

02 Over 45,000 sqm of premium logistics and production facilities

03 Over 400 car parking spaces

04 Over 50 docking stations and truck parking spaces

- 01 PRODUCTION AND LOGISTICS
- 02 GATE SECURITY
- 03 CAR PARKING
- 04 TRUCK PARKING
- 05 TECHNICAL GAS PLATFORM
- 06 OVERGROUND OIL TANK

- 07 WATER WELL
- 08 RAINWATER RETENTION TANKS
- 09 WASTE TREATMENT
- 10 ELECTRICITY GENERATOR
- 11 WASHING PLATFORM
- 12 WASTE MANAGEMENT

- 13 FENCE PERIMETER
- 14 ADVERTISING TOTEM
- 15 WASTE TREATMENT
- 16 LPR CAMERA BARRIER
- 17 PEDESTRIAN ACCES CONTROL
- 18 TRUCK WEIGH STATION



TECHNICAL SPECS

Concrete structure, sandwich wall panels, steel roof structure

Number of loading docks (with dock levelers): 45

Automatic ventilation system, gas fired heating system, sprinkler installation, skylights and smoke vents



Maximum column spacing 12m x 24m

Clear height aximum 12m

Floor loading 5T/sqm

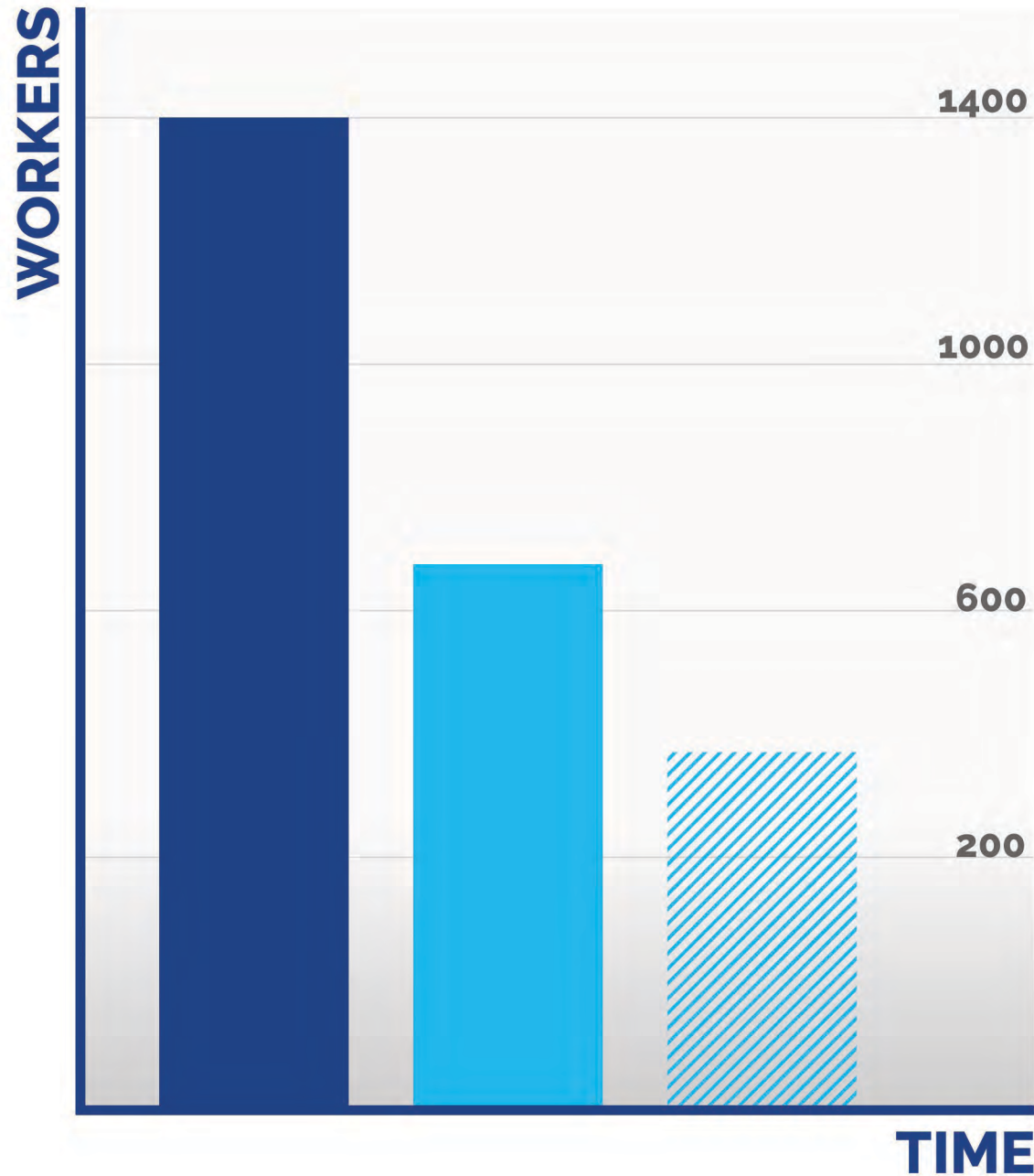
32m for exterior trucks manoeuvring




Exterior maximum height 15m

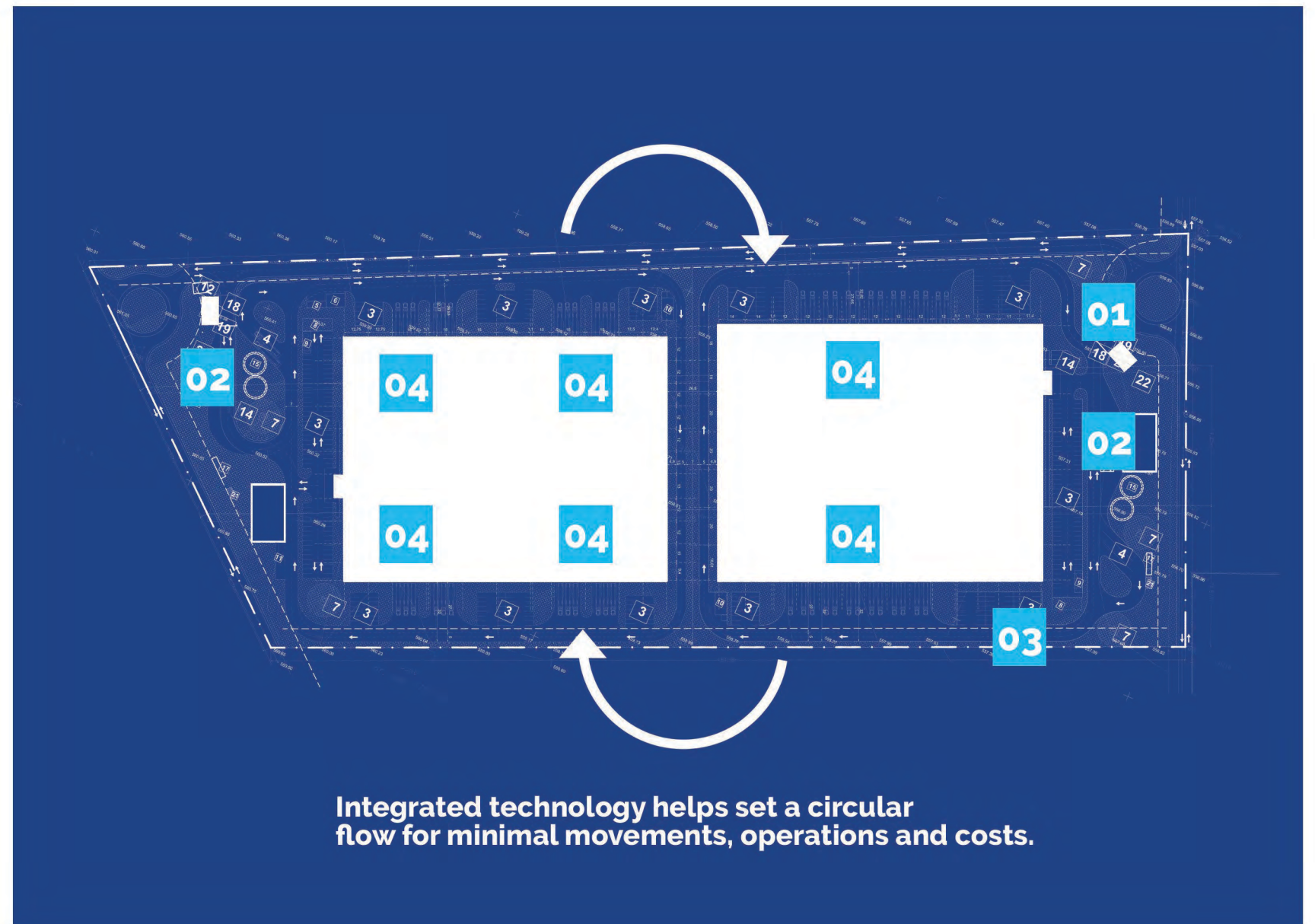
Modern office space

Docking height: 1m

HIGH TECH CONNECTIVITY



-  ESTIMATED WORKERS NEEDED TO OPERATE ACCORDING TO THE CLASSIC MODEL
-  PROJECTED WORKER NUMBERS AFTER TECHNOLOGY IMPLEMENTATION
-  HUMANLESS INTERFACE IMPROVEMENTS OVER TIME



- 01** Automatic plate scan with LPR camera for access
- 02** Automatic weigh-in station with CRM integration
- 03** Automated loading dock assignment
- 04** Cargo scanners inside of the loading docks for automated sorting

HUMANLESS POTENTIAL

A SERIES OF TECHNOLOGIES HAVE BEEN RESEARCHED AND ARE READY TO BE IMPLEMENTED AT AIRPORT LOGISTICS.

01 Automatic truck scales

The Logistic Terminal LT 352 serves the drivers to weigh their vehicle on the truck scales (not calibrated) when exiting the site. Operation is carried out from the vehicle by the driver.

LT 352 features the components below:

- 1 touch screen (suitable for use in daylight)
- 1 control unit
- 1 pager collection unit featuring an RFID reader
- 1 pager box
- 1 communicator (IP)

The drivers use this terminal to weigh independently. The terminal is to be designed so that it requires low maintenance and is rugged.

The phone is connected to the existing telecommunications system (IP).

The pager is retained in a corresponding device when all has been settled successfully or it can be taken out again. The collection or the removal, respectively, shall be subject to monitoring. The integrated RFID reader is to be adjusted to the integrated pager labels. Reliable recognition of the pager labels is to be guaranteed. The collected pager is supplied to a pager box. This shall be large enough to collect min. 100 pagers.

The calibratable main display is to be installed into the front panel or to be integrated in the screen.

The terminal shall not present any "attack points" to the drivers. Information for the driver is to be shown in an easily comprehensible manner, where possible as pictograms. This applies to messages, such as "position check" and "no standstill".

All operating elements are to be designed appropriately for drivers.

All components are to be designed for 24/7 operation.

The integrated control unit establishes signal communication with the barrier control system and the position checking unit.



Exemplary figure



■ TRACKING COSTS/TIME WITH PRESENT TECHNOLOGIES
■ TRACKING COSTS/TIME WITH A CLASSIC LOGISTIC MODEL

02 Automatic position check

Pos. 4.7 1 position checking unit POS 311

The position checking unit on the truck scales WB 300 serves checking of proper positioning of the vehicle on the scales to correct deliberate or undeliberate wrongdoing of the drivers.

The faces of the scales are checked.

The position checking unit directly controls the corresponding Logistic Terminals for reading and processing of the signals.

If the position checking unit detects a wrong vehicle position, a corresponding error message is displayed on the Logistic Terminal, the driver corrects the position of the vehicle and repeats weighing.

03 Network cameras

These network cameras are designed for remote surveillance of the corresponding areas. The correct position of the vehicle on the truck scales is documented.

In the automatic mode, snapshots are taken of each action / weighing and the YMS stores them together with the transaction.

Each camera features dual optics. This allows, when properly positioned, taking a photo of the overall situation of the vehicle and recognition of the vehicle's licence plate to manually check it against the registration number stated by the driver.

The network cameras feature a standard browser which allows surveillance of the area under surveillance.

04 Automatic induction loop

The induction loop IND 381 triggers barrier 362 as soon as a vehicle is detected and controls access to the truck scales at the exit.

Triggering of barrier BAR 362 takes place upon detection of a vehicle through the induction loop IND 381. The IND 381 sets a floating contact for a period of time (5 seconds), which the control unit BAR 362 receives and processes. When the vehicle has passed the barrier BAR 362, the barrier closes automatically.

The induction loop will be supplied by the supplier of the barrier.

05 Identification system pager

Pagers are used for identification; they feature a fixed RFID label. In addition, the call to come to the corresponding target is sent to the pagers.

Output of the pagers takes place on the registration terminal LT 101/102 as soon as the RFID label of the pager has been read and automatically assigned to the process.



Exemplary figure

Upon the output of documents, the RFID labels of the pagers are read for the last time and, thereupon, the pagers are automatically retained and supplied to a pager box. Loading of the stacks is carried out manually.

An interface from the YMS to the pager system used to call the pager is to be established.

The following features are to be realised:

- Manual call of the pager via YMS client
- YMS controls the interface to the pager system with output of the relevant data
- Possibility to transmit free texts to the requested pager

The devices shall be synchronised with the output and collection units in the Logistic Terminals.

06 Check-in & Check-out

The Logistic Terminals LT 101/102 are installed under a shelter on parking area P1. The driver parks his/her vehicle and goes to the Logistic Terminal.

LT 101/102 features the components below:

- 1 touch screen (suitable for use in daylight)
- 1 industrial PC (24/7)
- 1 bar code scanner (omnidirectional)
- 1 stack of pagers (min. 100 pagers)
- 1 output device for pagers with detection of pager
- 1 collection device for pagers with integrated RFID-SL station
- 1 pager box for 100 pagers
- 1 laser printer with OUT tray for slips (incl. paper sensor, light strip, blocking)
- 1 communicator (VoIP)
- Thermostat-controlled heating system / air-conditioning unit if applicable



The driver independently registers on the LT. The LT is to be designed so that it requires low maintenance and is rugged. All components are to be designed for 24/7 operation.

The phone is connected to the existing telecommunications system.

The installed industrial PC (w/o rotating parts) is connected to the LAN in the plant.

The barcode scanner used shall be suitable for outdoor use and be able to read and process all usual 1D and 2D barcodes as well as paper and display surfaces.

The integrated laser printer delivers the documents to an output tray. There shall be no direct access to the laser printer. Paper stacks of min. 1,000 sheets are to be provided.

CONTACT



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