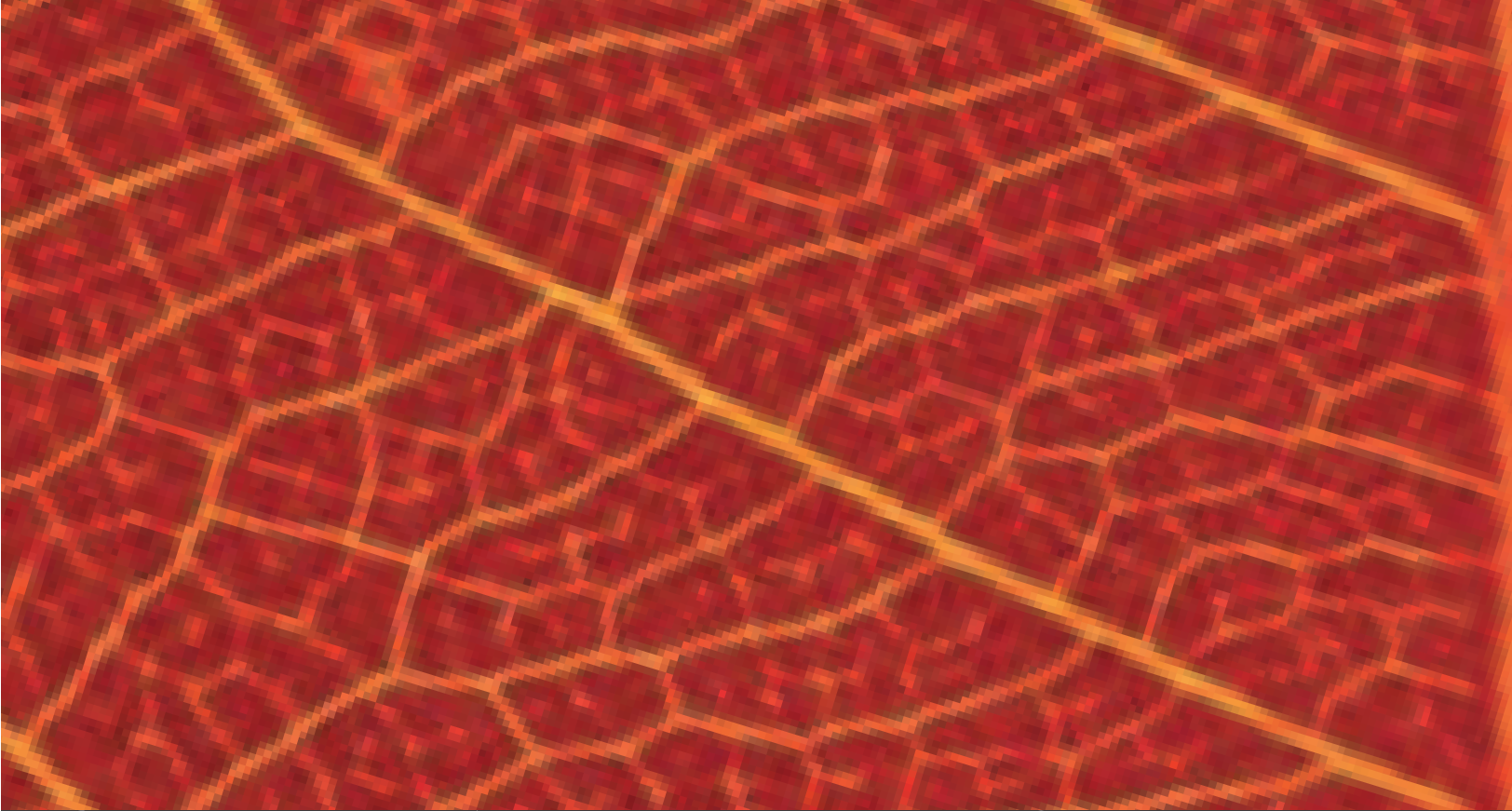
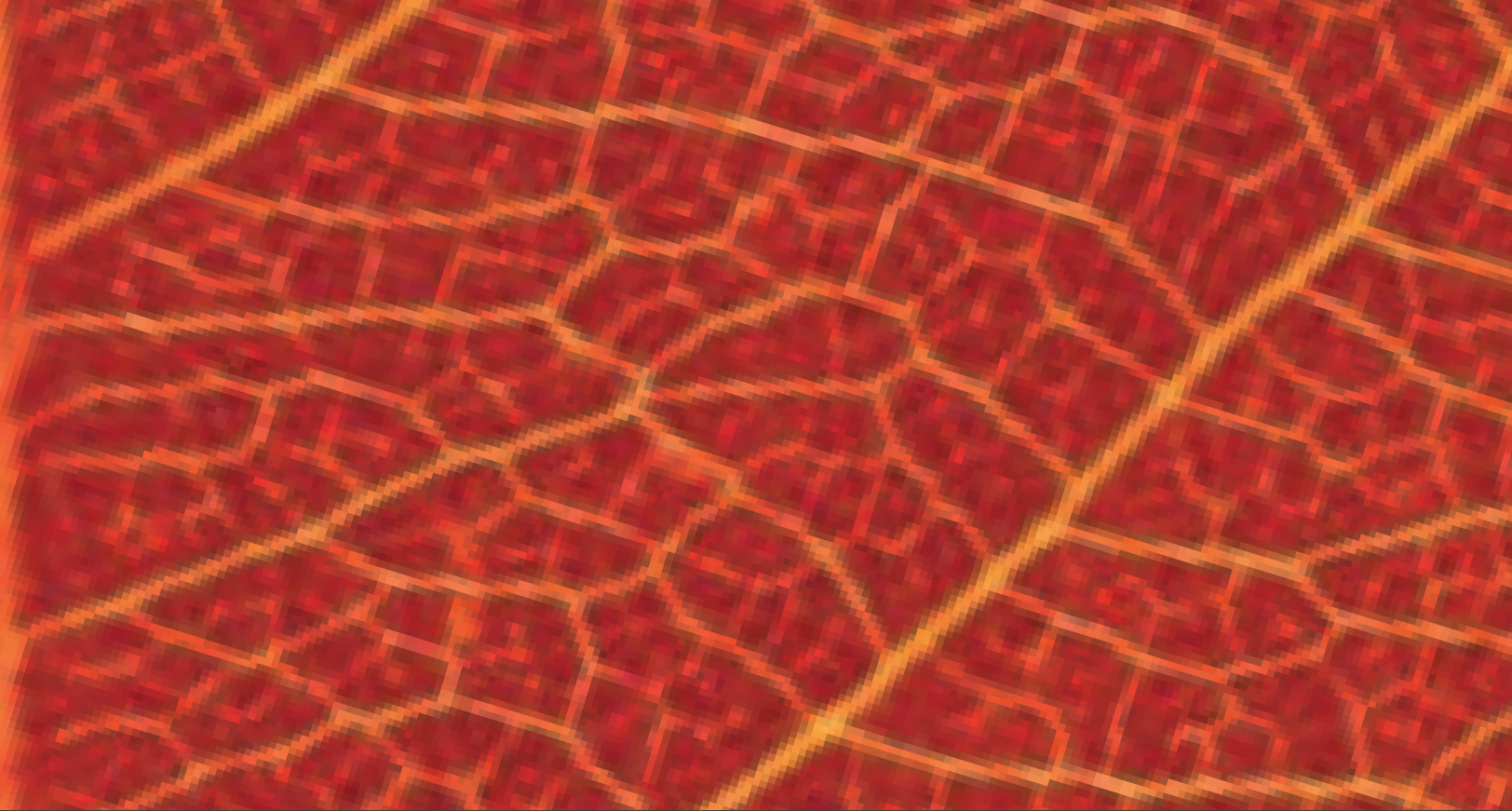
The background of the image is a sunset or sunrise over a dark sea. The sky is filled with horizontal bands of orange, red, and yellow, with a bright sun visible in the upper right. The sea is a dark, deep blue. Overlaid on the image are several thin, white, curved lines that create a sense of movement and depth, resembling a stylized globe or a network of connections.

On top of Europe



Logistics

is largely a matter of flow, capacity, location and infrastructure. Structural consol



Optimization of warehousing operations offers a substantial potential of cost cuts and
rationalisation.

the Location

The city of Malmö offers a unique geographical position with a dozen of Europe's major capitals within one day's reach, and close links to the emerging eastern European markets.

Northern Europe

Northern Europe offers a dense market for many different types of businesses. Wages and fees have become increasingly competitive, especially for graduates and highly trained staff. The western part of north Europe offers high transport capacity reserves and – outside Belgium and the Netherlands – an infrastructure virtually free from bottlenecks.

The Öresund Region

The region has historically been the obvious connection between Sweden and Denmark but also between the Baltic Sea region and the rest of Western Europe. The position is heavily reinforced by the opening of the Öresund Bridge. Cost levels are beneficial and the population within the one-day-reach area exceeds 50 million people.

CMP/North Port of Malmö

Demographic and economic forecasts clearly point out Malmö as a future cornerstone of the region. A maintained high level of infrastructural investments has a long-term enhancing effect on the region's development potential. Absence of bottlenecks simplifies immediate establishment of logistic-intensive operations. There are two airports nearby; Kastrup in Copenhagen – an international hub for many major carriers – and the easily accessible Sturup outside Malmö.

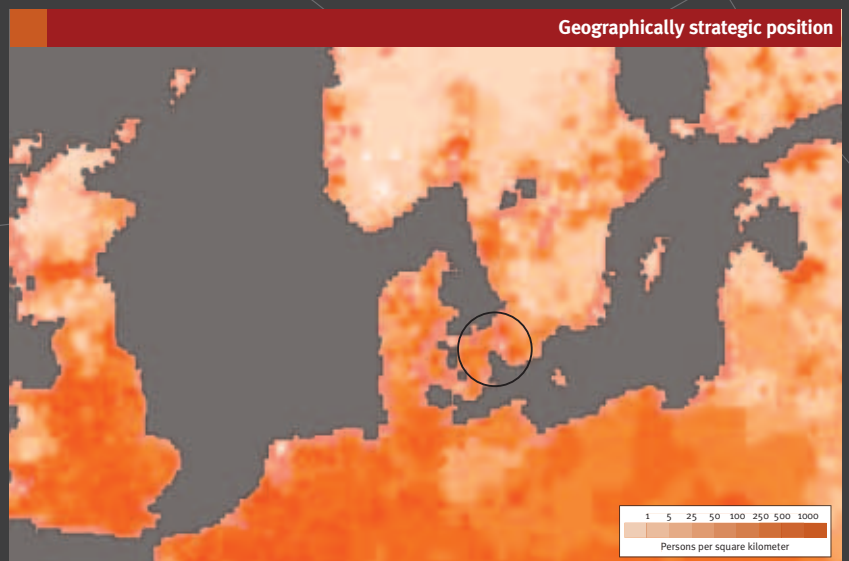
the Assets

The Öresund region is unique in many ways. It is already an established logistic centre with the well-developed operations of Copenhagen Malmö Port and connecting multi-modal facilities.

Excellent infrastructure with rail, sea and road transports provides for further expansion, and lead times for new establishments are expected to be extremely beneficial. Investments in the already well-developed infrastructure are high and there are two airports nearby; Kastrup in Copenhagen and Sturup outside Malmö.

The high development potential is supported by the abundant supply of labour, especially skilled and trained staff. Historically, Öresund has been Scandinavia's connection to the Continent. Social factors, housing costs, recreational facilities and cultural climate are significant elements that ease the process of joining expatriates and locally employed.

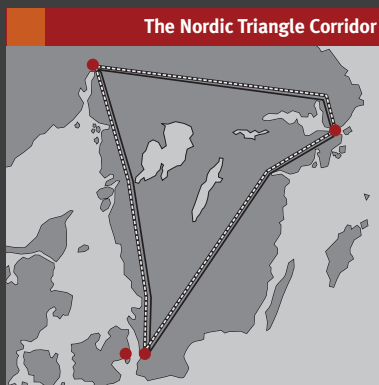
The Öresund region is circled.



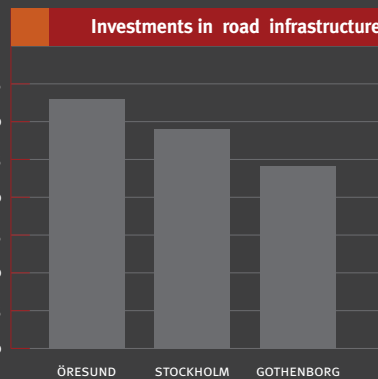
the Opportunities

Business development and distribution networks

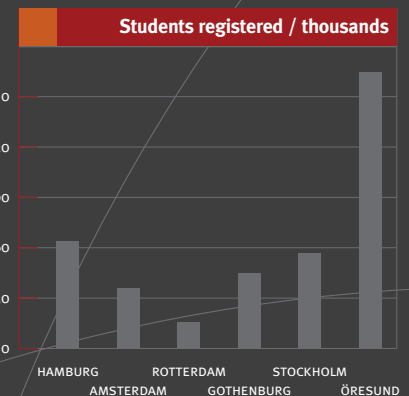
Belgium and the Netherlands may well be ideal locations for a pan-European coverage. But for an agile and flexible operation in North of Europe, Öresund is a natural centrepiece. 3PL, building / construction and automotive are businesses where a regional tri-modal hub will enable immediate cost savings and gain in efficiency.



Malmö is directly connected to the Nordic Triangle Multimodal Corridor with excellent road and rail connections to the Stockholm, Gothenburg and Oslo regions. Furthermore, a steady increase in cargo volumes from the Baltic and eastern Europe can be anticipated. The strategic position is also important for development of logistic solutions targeting Russia and Finland.



Annual growth of road transport investments is higher in the Malmö region than anywhere else in Sweden – Stockholm included. 3.3 2.9 2.4%. A new railway connection between the airports Kastrup and Sturup is suggested and subject to investigation as part of the TEN plan of the EU. Access to Kastrup, with an annual cargo volume of 120,000 tons is granted by the Öresund Bridge.



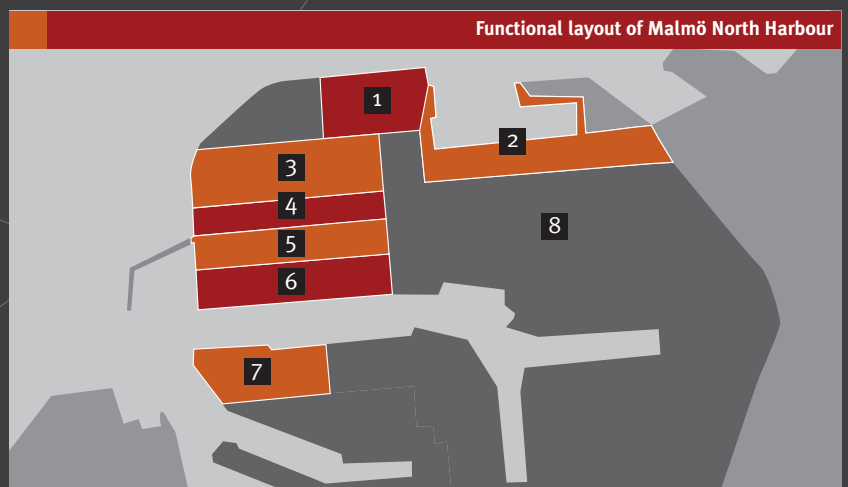
Future growth and prosperity is also related to educational level. The Öresund region presents a very high number of students registered at universities and other academic institutions. The long-term demographic and social effects are expected to show as high workforce quality and availability, but with a more favourable salary development.

the Project

The new logistics centre is a joint project, involving Copenhagen Malmö Ports, City of Malmö and Skanska. The centre covers 750000 sq. mtrs and is planned for warehousing, multi-modal transport solutions and specialised logistics.

One dedicated terminal is already present in the area. The Nordic Hub vehicle terminal was taken into operation in early 2003. From these facilities Toyota runs all logistics and some of the market adaptations for the Nordic countries. Contacts with main actors in the automotive industry, shipping and logistics are already established. The time schedule aims at start of construction in 2005. The first phase is estimated to be completed in 2007, whereafter development of the logistic centre continues until 2012.

- 1 Bulk cargo
- 2 Oil terminal
- 3 Logistic centre
- 4 Combi
- 5 Cargo ferries
- 6 Container
- 7 Cars (Toyota)
- 8 Existing operations





SKANSKA

CTP COPENHAGEN MALMÖ PORT