

A photograph of a field of green plants with white flowers and buds under a blue sky with white clouds. The plants are in the foreground, and the sky is in the background. The text "Presentation" and "samskip" is overlaid on the image.

Presentation

samskip

Seeing things the **samskip** way



Vision
“We shall become a world class company making things happen and creating value for our customers.”

Making it a reality



Mission
“To create the most successful regional multi modal container logistics system and worldwide refrigerated cargo logistics and forwarding.”

Taking it one step at a time

Core Values



Knowledgeable

> *To make things happen*



Togetherness

> *Samskip is greater than the sum of our parts*



Pioneering

> *We believe that opportunities are created by continually challenging conventions*

samskip

2017 Group Turnover EUR 788 million

samskip

samskip
LOGISTICS

NOR LINES
a samskip company

EUR 558 million

EUR 110 million

EUR 120 million

samskip VANDIEREN
MULTINDOAL

SILVERSEA

Jónar
Transport

frigoCare

Snapshot



Dutch global logistics company



The largest pan-European multimodal network



1,670 employees



21 terminals
Cold storage & rail



20 vessels
Geared reefer cargo, container, LNG & reefer



65 European offices
In 26 countries



16,000 containers
and 850,000 TEU
a year



1,320 trailers



750 trucks

EXECUTIVE management



Diederick Blom
Interim CEO Samskip



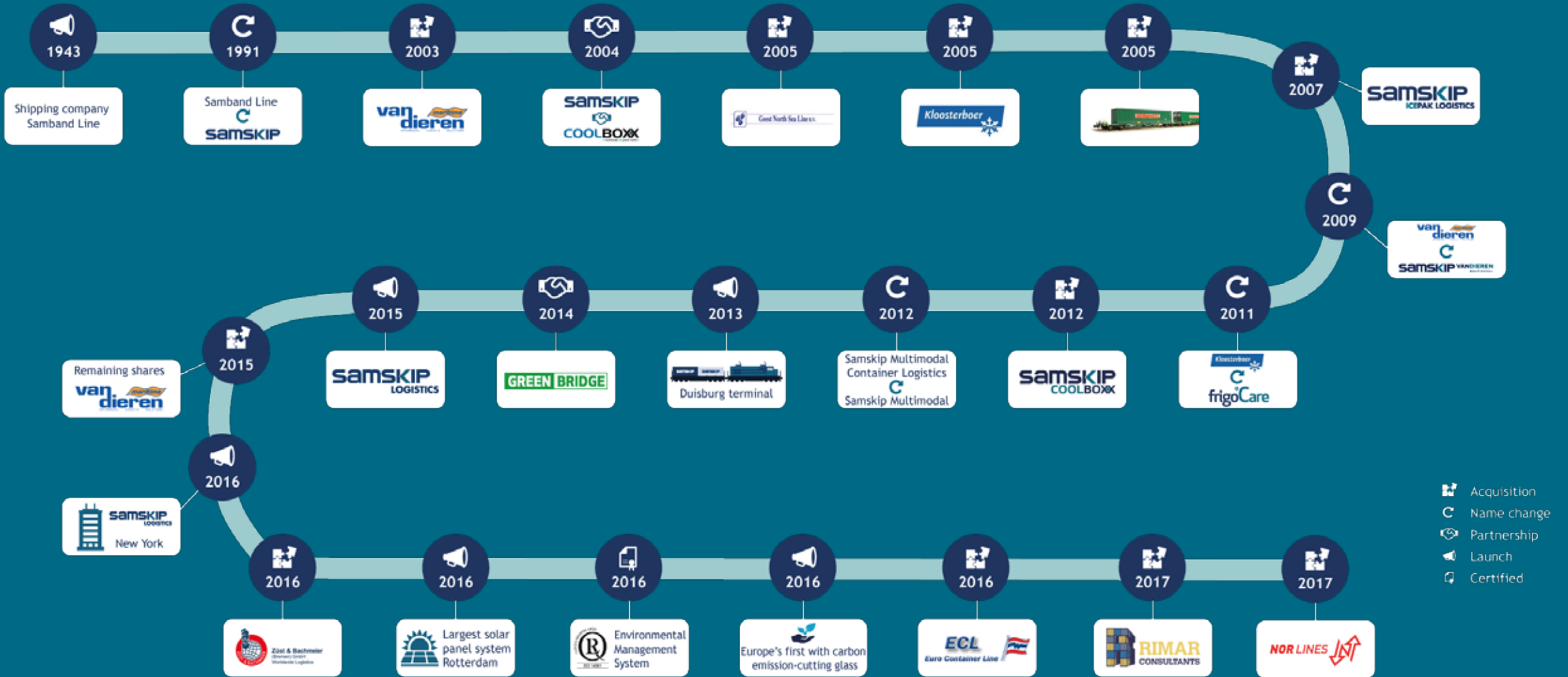
Ásbjörn Gíslason
CEO Samskip Logistics



Kristinn Albertsson
CFO Samskip Group

samskip

History



- Acquisition
- Name change
- Partnership
- Launch
- Certified

Multimodal Network



Core Competencies



Focus on our core competencies as drivers of strategy, strategic positioning, value propositions.



DD and 3rd party equipment transport network including the network of processes underpinning this.



Continuously develop the pan-European multimodal network.



Making partnerships work.

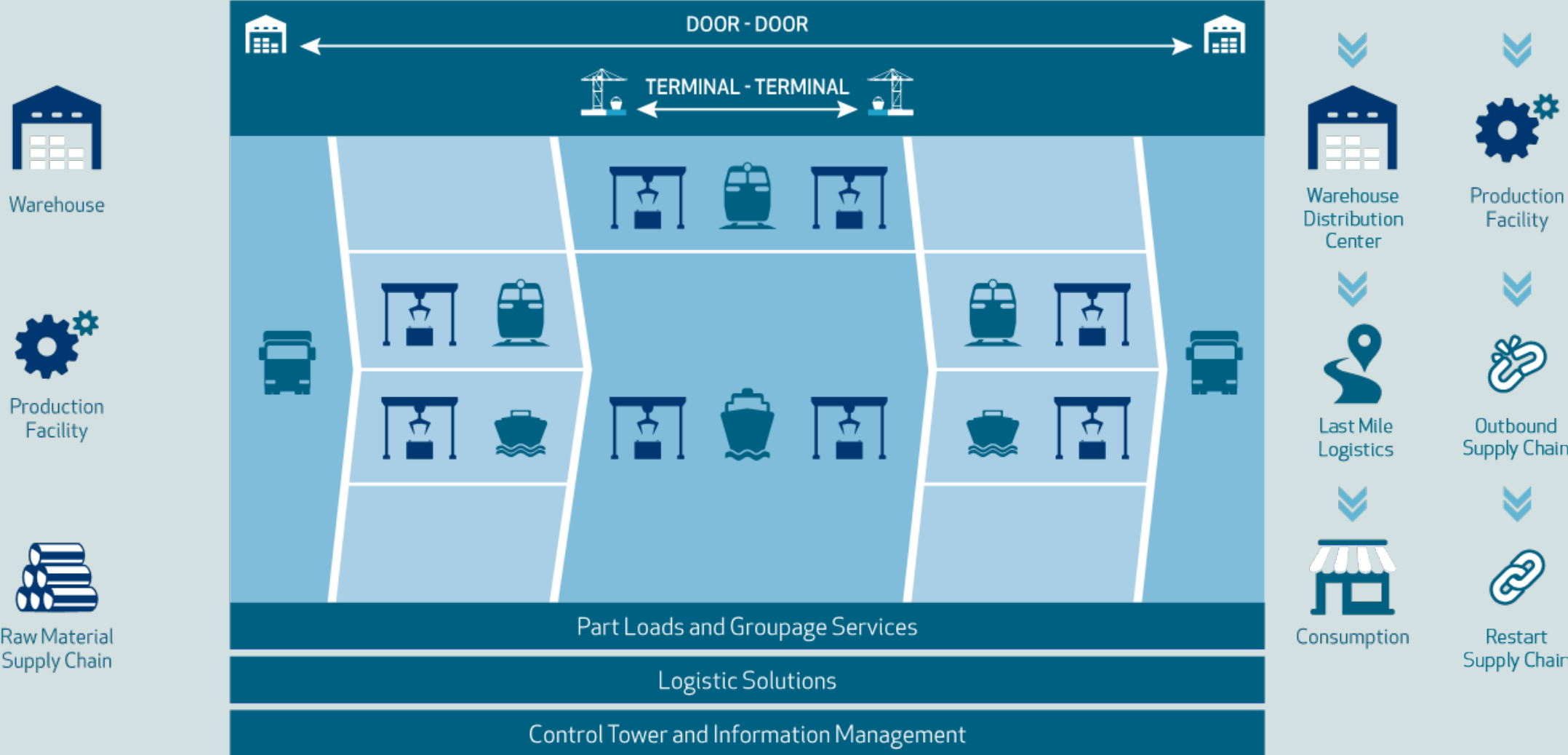


Access wide variety of geographical markets/corridors, customer segments, commodities, distribution channels etc.

Customer Base



Transport Value Chain Focus









Customer Value Proposition

Transport

-  Scope, scale and scalability of multimodal network and capacity
-  Transport reliability
-  Competitive conditions
-  Mode Conversion to Multimodal
- 

A diagram showing a truck on the left and a train on the right, with an arrow pointing from the truck to the train, indicating a transition from road to rail transport.
-  Industry Transport and Logistics Experts

Service

-  Less Stop Shopping for multimodal products and services
-  Ease-of-Use
-  Customer Driven Information Management
-  Logistics Solutions
-  Environmentally Efficient Transport
-  Supply Chain Subsidy

Quality Standard

- > Customer audit possibilities
- > Registered company quality and AEO customs certificates



E-Tools

- > User friendly online services such as EDI and service web, enabling online bookings, track & trace, overview of shipments, quotes and invoices.



Sustainability

> Samskip is committed to delivering sustainable transport solutions.



Efficient linkage to avoid road transport

01



Increased flexibility

02



Environmental calculation & reporting

03



Various sustainable efforts

04

Multimodal Options

- > Reliable, sustainable and cost-effective transport solutions by combining shortsea, rail, road and inland waterways.



Multimodal Solutions



Door-Door Solutions

Collection, shipment and delivery into one seamless, integrated transport solution.



Terminal-Terminal Solutions

Access to our extensive shipping network using your own equipment (dry, tank, bulk and reefer).



Out-of-the-Box Solutions

Specialized department for your project, non-standard and out-of-gauge cargoes.

Multimodal Equipment

- > Wide range of modern equipment with seamless fit to all modalities.
- > Emphasis on universal 45ft pallet wide high cube containers.



20ft



45ft reefer



45ft curtain side



40ft & 45ft



20ft, 40ft & 45ft flatracks



Huckepack trailers



20 & 40ft open top

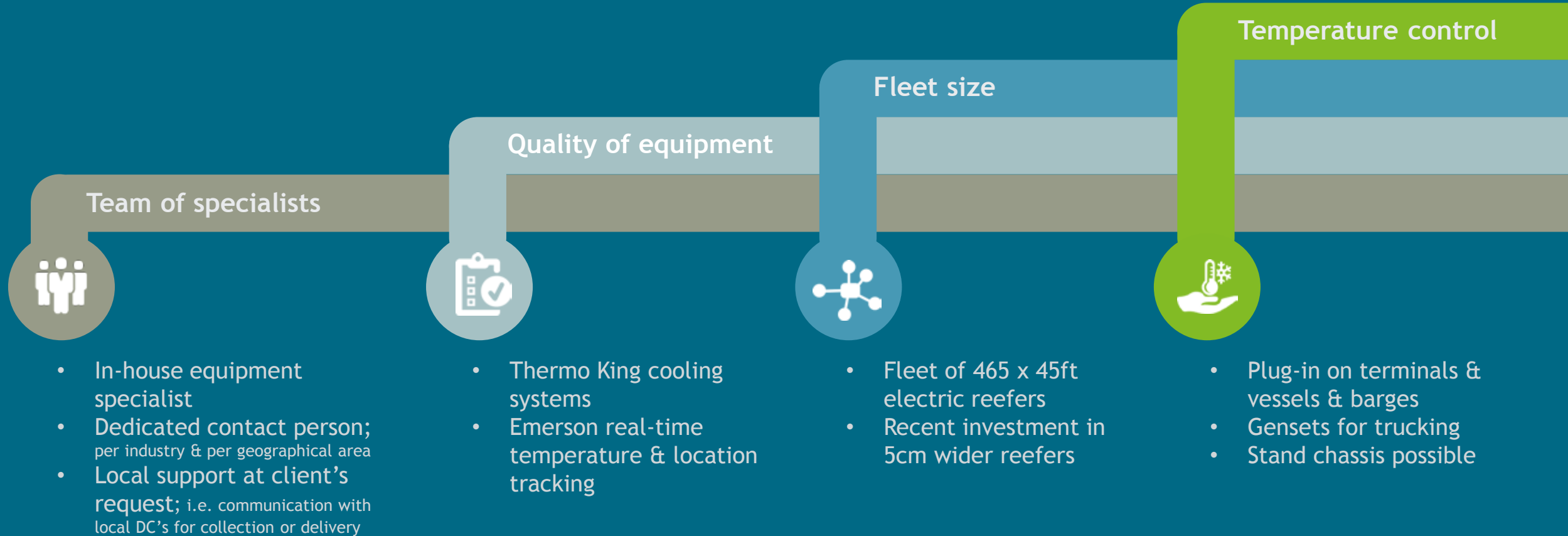


40ft a-frame flatrack



Huckepack mega trailers

Dedicated Reefer Department



samskip

Reefer Equipment

Multimodal network

Access to **extensive** pan-European multimodal network

Large innovative fleet

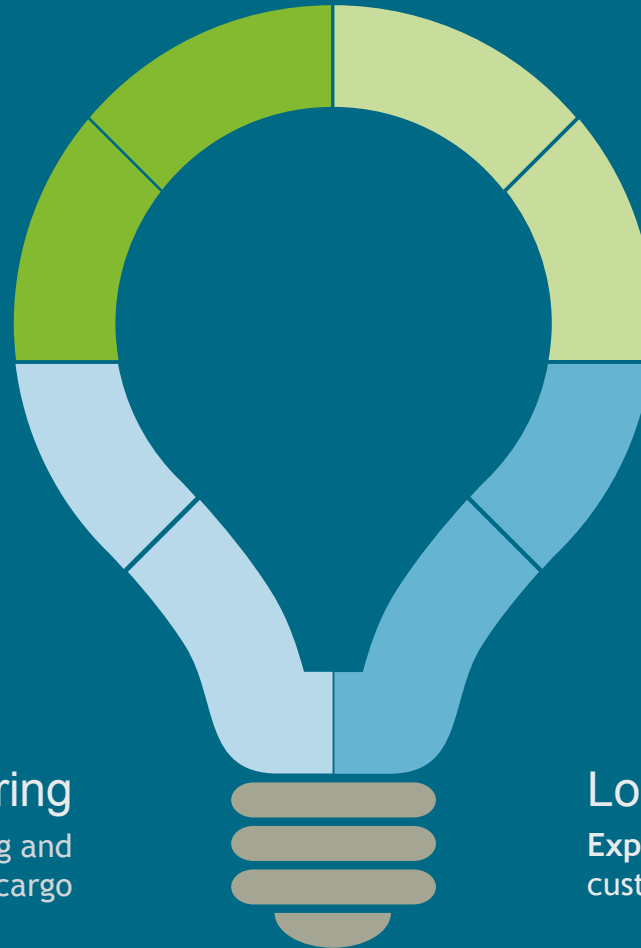
Large fleet of 45ft reefers for all modalities
Extra wide reefers for fruit transport
Lightest reefers on the market
(similar payload and capacity as a reefer trailer)

Temperature controlled

Temperature range between -30°C and +30°C

Real-time monitoring

Real-time position tracking and temperature **monitoring** of your cargo



Reliable solutions

Reliable and competitive transit times

Sustainable transport

Less CO₂ emissions, driving hour restrictions and traffic jams as compared to trailer transport

Ease of business

Dedicated customer service team for all reefer movements throughout network

Local services

Experienced and knowledgeable customer service team

Dedicated Steel & Construction Logistics Department

Out-of-the-Box Solutions



Specialized department for your project, non-standard and out-of-gauge cargoes.



Commodities most frequently moved, include:

- > Metals (billets, bars, sheets, tubes, rails, coils, profiles)
- > Timber (sawn, logs, boards, sleepers, laminates)
- > Stone (blocks, slabs, tiles, bricks, roofing tiles, marble)
- > Project cargo (windmills, tanks, reels, pipes, concrete, sand)



Ideal for clients with 5-20 loads a year.



Wide range of equipment for non-containerized transports; i.e., flatracks, Euro liner and flatbed trailers, (semi) low-loaders, extendables, craned vehicles and coasters.



Ease of business



Reliable, flexible and competitive transit times.



Door-to-door solutions include cargo securing, customs, insurance, etc.



Access to extensive pan-European multimodal network.



Temporary storage or stocking options at quay sides to facilitate just-in-time deliveries.

Knowledge and Expertise



Team of industry specialists since 1965; separate from the standard operation.



Experienced, dedicated drivers to sheet and secure the cargo, and to supply any materials required.



Dedicated customer service team to oversee entire transport chain.

Dedicated Steel & Construction Logistics Department

> The Flatrack product



Wide range of owned equipment available; **20ft, 40ft, 40ft A-frame** (slab carriers) and **45ft flatracks**



Reliable, efficient and **low-cost**



Container **equivalent** of the Euroliner trailer

Optimal solution for **85%** of cargo movements.



Extendable trailers, (semi) low loaders, crane vehicles and coasters available to select **the best transport mode** for the job, large or small, project or regular.



Open nature for full side and **top access** during (un)loading

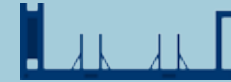


Easier to **(off)load** than a trailer



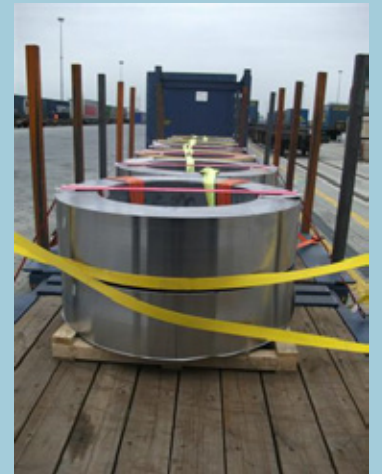
Payloads up to 28 tonnes

In 2015 Samskip eliminated the risk of damage in transport with the introduction of a new series of multimodal 40ft A-frame flatracks designed specifically for the **transportation of stone** on lorries, trains and vessels.



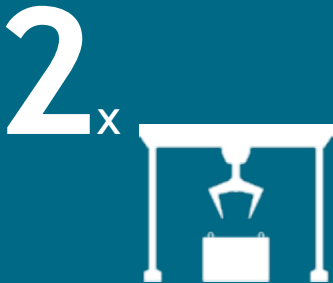
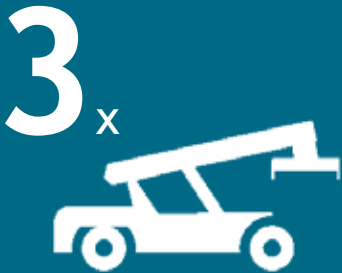
Samskip moves **1,863 TONNES OF SAND PER YEAR** in specially designed bags.

On average, Samskip transports **65 MILLION BRICKS** a year.



In one year, Samskip transports on average **746 KMS OF STEEL PIPES**. This is the same distance as from **Rotterdam (NL) to Basel (CH)**.

Multimodal Rail Terminal Duisburg



720 metres each
(full train length)

+ 2 tracks for spare wagons



500,000 TEU

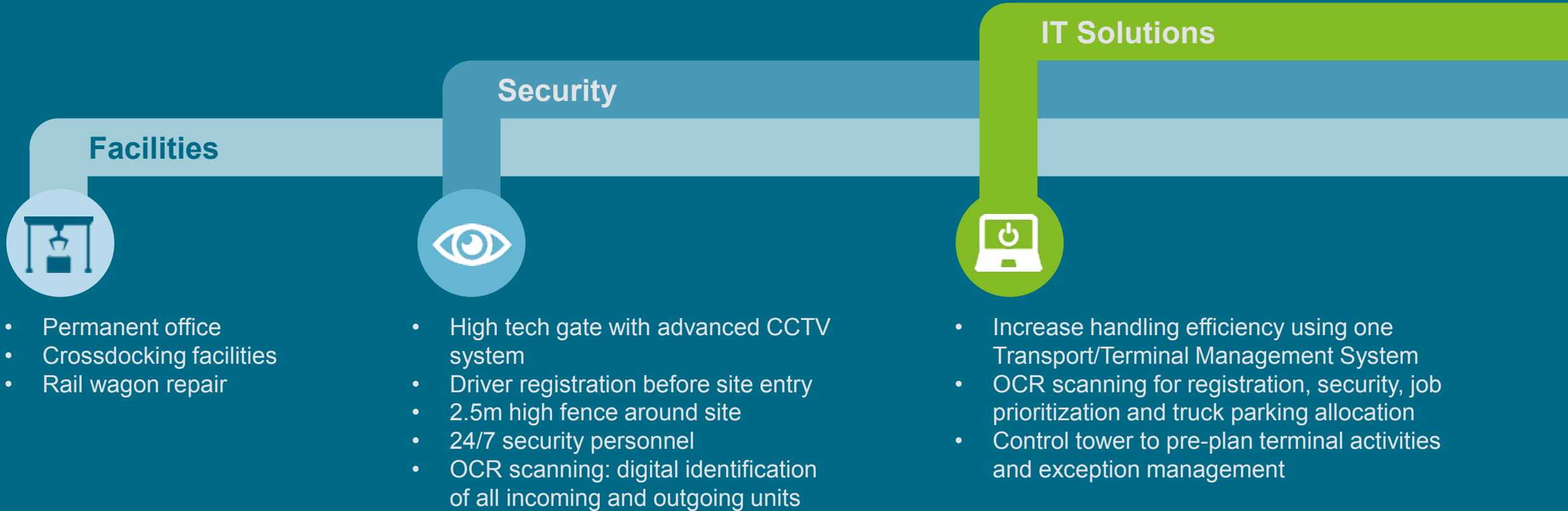


Own shunting locomotive



Mixed container and trailer operation

Multimodal Rail Terminal Duisburg







Real Intermodal Supply Chain

Intermodal Door-Door solution





-  Empty equipment available on all terminals
-  Trucking capacity available for big volumes within short time frame
-  Hardly any influence of German Road Tax
-  Unique combination of transport company & rail operator to oversee entire transport chain and offer real-time information



Scalability to cover peaks or projects

-  Able to handle large volumes in short periods
-  Just in time pick-up and delivery
-  Less influence fluctuating fuel prices
-  Less influence driving hour restrictions and traffic jams

High performance

-  Efficient loading and unloading operation
-  Facilitating long-term planning with daily flexibility
-  Urgent loads can be prioritized
-  International and experienced customer service

“

To achieve a reliable and cost-effective multimodal operation, the key to success is Operational Excellence!

”

Northern Norway - Nor Lines²

Links West / North Norway with the rest of Europe

- Unique RoRo system going North of Trondheim; up to Hammerfest
- Weekly sailings
- Two multi-purpose LNG vessels in 14-day schedules; geared with 80-ton crane
- Weekly inducement calls are available in many ports due to good pilot exemptions
- Tailored solutions for:
 - Project, out-of-gauge & heavy lift cargo
 - Seafood or palletized cargo
 - Oil, gas and industrial cargo
 - Caravans, camper vans and military vehicles

Links West / North Norway with Swinuce, Poland and Klaipeda, Latvia

- Weekly sailings
- Three geared reefer cargo vessels in 21-day schedules
- Tailored for:
 - Building materials to Northern Norway
 - Seafood into Poland and the Baltics

Space charter contract for all cargo space on Hurtigruten passenger vessel system

- 11 vessels in 11-day rotations
- Between Bergen/Kirkenes in the far north of Norway
- Unique system linking remote ports

Linehaul / distribution system

- 14 own terminals and 46 agency terminals
- Nationwide (overnight) distribution from main hub Oslo

CL Liner Service

PL Liner Service

Coastal Express

Land-based transport

Northern Norway - Nor Lines²

Fast and Reliable Solutions



Scheduled RoRo & geared reefer cargo vessel transport system.



Between ports in Northern Europe, the Baltic countries and along the entire coast of Norway.



Weekly sailings for on-time deliveries.



Ideal for FCL, LCL and out-of-the-box shipments.



Ease of Business



Reliable, flexible and competitive transit times.



Door-to-door solutions include customs, insurance, discharging, redistribution, labelling, etc.



Access to extensive well developed network with strategic hub structure.



Warehouse & terminal solutions for temporary storage or stocking options to facilitate just-in-time deliveries.

Knowledge and Expertise



Dedicated local customer service team to oversee entire transport chain.



Domestic, reefer, forwarding & customs services.

New environmental standard at sea²

- > Two multi-purpose geared reefer vessels powered by LNG; “MV Kvitbjørn” and “MV Kvitnos”
- > Designed specially for an optimum capacity utilization for refrigerated cargo

↓ 90%

Nitrogen dioxide (NOx) emissions and waste oil

↓ 35%

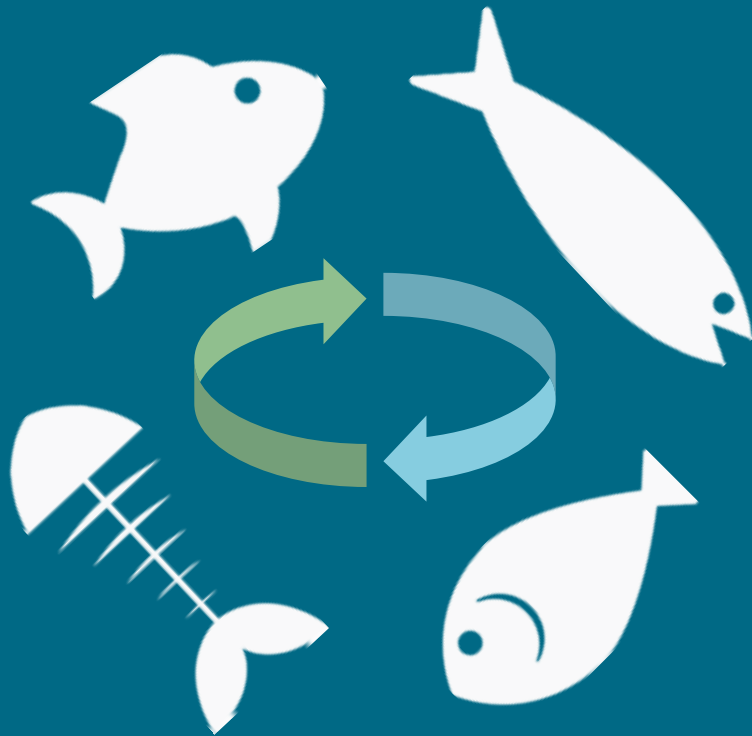
Greenhouse gas emissions

0%

Sulphur emissions and risk of oil spills



Seafood - Quality and taste, delivered



Delivering quality seafood to international markets

- > Fully integrated reefer system from shipper to client
- > Knowledgeable and expertise since 1943
- > Cold storage & related services
- > Worldwide forwarding & customs services
- > Own fleet of reefer vessels (for palletized shipments) and containers in the key fish areas of Iceland, Faroes Islands up to the far north of Norway
- > One control tower to oversee entire cold chain

Part Loads / Less Than Container Loads (LCL)

Reliable and cost-effective solutions



Available on Norway & between Italy and Ireland



Reliable, fast and competitive transit times



Only pay for the space your cargo takes up; not for the entire container



VGM weighing available

Sustainable transport



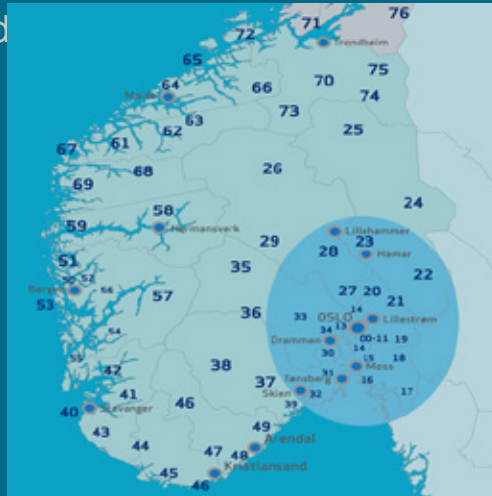
Less CO₂ emissions, driving hour restrictions and traffic jams as compared to trailer transport



Part Loads / Less Than Container Loads (LCL)

Norway

- Available for northbound deliveries via Oslo
- Two (Tue and Fri) departures a week ex Rotterdam where the loads are consolidated*
- Collections in the Benelux, Germany & France for non-hazardous goods
 - Mon or Tue morning collection: Tue arrival Oslo. Cargo availability or delivery in the Greater Oslo area on Fri
 - Wed, Thu or Fri collection: Mon arrival, Tue availability
- 5-day transit time; delivery within 1 day after ETA
- Customs can be arranged



Italy into Ireland

- Available for deliveries from Milano to Dublin
- Two (Tue and Fri) guaranteed departures a week ex Rotterdam into Dublin where the loads are consolidated
- Collections in Italy for non-hazardous goods (see table below)
- Delivery within 1 day after ETA in the Dublin area; within 48 hours in the rest of Ireland**

Area	Collections Italy	Deliveries Dublin	Deliveries rest of Ireland
Northern Italy	Mon week A	Tue week B	Wed/Thu week B
Central Italy 1	Thu/Fri week A	Tue week C	Wed/Thu week C
Central Italy 2	Tue/Wed week A	Tue week C	Wed/Thu week C
Southern Italy 1	Tue/Wed week A	Tue week C	Wed/Thu week C
Southern Italy 2	Mon week A	Tue week C	Wed/Thu week C



* ETD varies per week and is subject to available part loads.

** Express options available.



Safety first

- > Since July 1st, 2016 a new container weighing regulation (under the SOLAS rules) has entered into force to increase safety. The weight of all packed containers needs to be known.

» WHO

Shipper's responsibility

The shipper is responsible... **not** the one who physically transports the goods.




Actions:

- ✓ Obtain
- ✓ Document
- ✓ Declare the Verified Gross Mass of a packed container

» WHAT

Verified Gross Mass (VGM)




Total gross mass of the cargo and packaging + *Container tare weight*

» HOW


Declaration may vary from port to port.

1. Actual weighing




Total weight
Truck, fuel, chassis _
VGM

2. Virtual weighing





Packages
Pallets
Cargo items
Packing
Securing material
Container +
VGM

» WHEN



VGM needs to be provided to the Carrier and Terminal, **sufficiently in advance.**



The packed container will **not be loaded** on board the vessel!

Customer-oriented approach for Multimodal

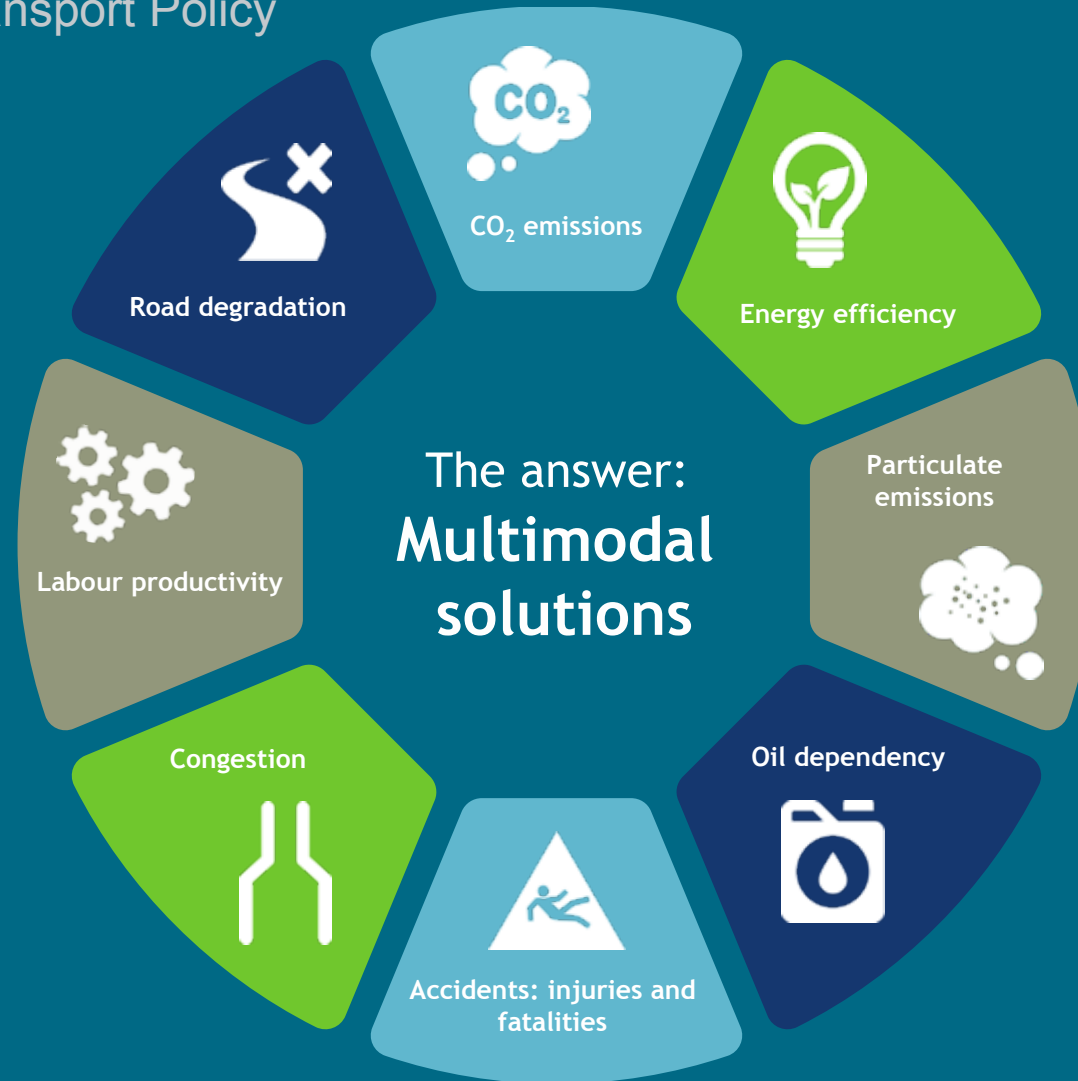
> Consultative support – Analysis, Reporting, Conversion and Commitments

Conceptual set-up:

Scope <i>Building block 1</i>	- Intra European FTL transport of Customer
Objectives <i>Building block 2</i>	<ul style="list-style-type: none">- Identify “some” conversion opportunities for multimodal that fit the supply chain in terms of i.e. lead time, quantities, cost & operational requirements/expectations- Deploy opportunities into trials to develop experience with multimodal transport- Convert identified “best fitting” FTL flows into proposed and tested multimodal solutions
Commitment <i>Building block 3</i>	<ul style="list-style-type: none">- Samskip will supply expert input- In case of identified and agreed synergies, client’s traffic will be deployed into Samskip network for at least one year
Deployment <i>Building block 4</i>	<ul style="list-style-type: none">- Analysis to map intra Europe transports with Samskip opportunities (possible CO₂ reduction)- Evaluation of suggested solutions set up (set-up based on outcome)- Offering based on outcome & fine tune based on requirements- Plan deployment of trials, based on discussed approach:<ul style="list-style-type: none">• Description of processes in SOP• Inform and instruct stakeholder (manage requirements and expectations)• Planning of capacities & procedures• Monitor and secure service quality and contingencies• Evaluation & correction necessary• Conversion of identified flow(s)

Why Multimodal

> European Union Transport Policy



Why Multimodal

> European Union Transport Policy



Drivers

- Taxation
- Subsidies
- Rule changes over time



Good Intentions and Unintended Consequences

- Who to listen to?
- True sustainable focus or underlying motivations?
- Broad and close consultation required



We are driven to continue developing multimodal services and solutions.



European Commission White Paper

Aim

- One European transport area, reducing oil dependence

Objectives

- Increase mobility
- Remove major barriers in key areas
- Fuel growth and employment

Key goals by 2050

- No more conventionally fuelled cars in cities
- 40% sustainable low carbon fuels in aviation
- > 40% cut in shipping emissions
- 50% shift of medium distance passenger/freight journeys from road to rail and waterborne transport

How

- New & sustainable fuels and propulsion systems
- IT and market-based incentives
- Optimize performance multimodal logistic chains
- 30% shift of the road to rail or waterborne transport by 2030
- Market-based measures to ensure full and mandatory internationalisation of external costs for road & rail transport

Why Multimodal

> Market context and trends

Changed Legislation




Interest in multimodal products

- Lack of trailers
- Fuel cost
- Road taxation
- Client risk management

Changed EU subsidy programmes

Sulphur Emission Control Areas

2015 EU sulphur directive

-  Sulphur Emission Control Areas (SECA's)
- 0.1% maximum allowed sulphur in the exhaust from ships' engines (not 1.0%)

How to meet SECA exhaust gas limits

1. Marine Gas Oil (MGO)
2. Scrubbers
3. Liquefied Natural Gas (LNG)



“ Whenever cargo is to move across water, costs will increase substantially. These costs will have to be covered by importers and exporters. Samskip can help you minimizing your risk. ”

Samskip Logistics



- Samskip Logistics formed early 2015
- Includes Forwarding & Breakbulk activities in Samskip country organizations, FrigoCare and Silvergreen
- Own offices in Europe, Asia, North America, South America and Australia
- Expertise in full container load reefer shipping via shipping lines with value added services such as, customs brokerage and documentation, 3PL – 4PL warehousing, cargo insurance and in house legal advise, global office network completed with exclusive agency network
- Aim to triple the activities in the coming 3-5 years through internal growth and acquisitions.

FrigoCare

Cold store and terminal operations in The Netherlands and Norway

Rotterdam, NL

- Import and export platform for frozen and chilled foodstuffs
- Mainly frozen fish products
- Cold store capacity around 14k tons
- Imports to European markets from North Atlantic, US and Asia
- Exports to Africa, US and Asia

Alesund, NO

- Largest cold store and terminal facility for the seafood industry on the Norwegian coast
- Cold storage capacity around 18k tons
- Weekly service from the North of Norway



Routes

samskip

www.samskip.com

Ireland and United Kingdom



Overview

Door-Door and Quay-Quay

Sailings

Port	Frequency	Transit time (terminal-terminal)
Ex Rotterdam		
Belfast	1x per week	5 days
Dublin	2x per week	4 days
Cork	2x per week	5 days
Waterford	2x per week	5 days
Hull	5x per week	3-4 days
Tilbury	3x per week	3-4 days
Grangemouth	1x per week	4-5 days
Ex Amsterdam		
Hull	3x per week	2-3 days
Ex Antwerp		
Hull	3x per week	2-3 days

Scandinavia - Shortsea



Overview

Door-Door and Quay-Quay

* Inducement call

Sailings

Port	Frequency	Transit time (terminal-terminal)
Norway - ex Rotterdam		
Oslo	3x per week	4 days
Larvik	2x per week	5 days
Moss	1x per week	5 days
Drammen	1x per week	4 days
Brevik	2x per week	6 days
Kristiansand	1x per week	7 days
Fredrikstad	1x per week	7 days
Tananger	1x per week	4 days
Bergen	1x per week	5 days
Ålesund	2x per week	6 days
Husøy	1x per week	4 days
Gjemnes	1x per week	8 days
Maløy*	1x per week	7 days

Scandinavia - Shortsea



Overview

Door-Door and Quay-Quay

* Inducement call

Sailings

Port	Frequency	Transit time (terminal-terminal)
Norway - ex Hamburg / Bremerhaven		
Tananger	1x per week	5 days
Bergen	1x per week	7 days
Ålesund	1x per week	7 days
Husoy	1x per week	6 days
Maløy*	1x per week	7 days
Holla	1x per week	6 days
Ikornnes	1x per week	6 days
Austevoll*	1x per week	7 days
Egersund*	1x per week	5 days
Sweden - ex Hamburg / Bremerhaven		
Varberg	1x per week	7 days
Aarhus	1x per week	6-7 days
Sundsvall	2x per week	7-9 days
Umea	2x per week	7-9 days
Helsingborg	1x per week	4-7 days
- to/from Sheerness	1x per week	6-7 days
Oxelösund	1x per week	5-7 days
- to/from Sheerness	1x per week	5-7 days

Scandinavia - Rail



Overview

38 weekly departures from Duisburg, Germany

Göteborg as hub to North Sweden and Norway

8 different SVDM rail shuttles to and from Scandinavia

Own trucking equipment

Departures

Terminal	Frequency	Transit time (terminal-terminal)
Denmark		
Copenhagen	5x per week	1 day
Sweden		
Helsingborg	6x per week	1 day
Göteborg	6x per week	2 days
Nässjö	5x per week	1 day
Katrineholm	6x per week	1 day
Malmö	6x per week	2 days

Norway - Shortsea



Overview

samskip

3 container services	<ul style="list-style-type: none"> - 3x per week ex Rotterdam to South Norway (Oslofjord) - 2x per week ex Rotterdam to West Norway - 1x per week ex Hamburg and Bremerhaven to West Norway
Schedule	Weekly service in 7-day rotations
Services	Door-Door, Quay-Quay and Feeder
Tonnage	<ul style="list-style-type: none"> - 3x Geared container vessels on West Norway - 3x Gearless container vessels on Oslofjord

NOR LINES

2 liner services	<ul style="list-style-type: none"> - CL line - 1x per week ex Rotterdam and Cuxhaven to West Norway - PL line - 1x per week ex Klaipeda and Swinoujscie to West Norway
Schedule	<ul style="list-style-type: none"> - 2 vessels in 14-day rotations on CL line - 3 vessels in 21-day rotations on PL line
Services	Palletized Dry and Reefer cargo, RoRo, Heavy lift, Container
Tonnage	<ul style="list-style-type: none"> - 2x Multipurpose LNG vessels with RoRo, heavy lift and reefer capacity on CL Line - 3x palletized reefer vessels with side access and deck cargo possibilities on PL line

Samskip has acquired Nor Lines in 2017.

Spain and Portugal - Shortsea



Overview

Door-Door and Quay-Quay

Direct UK connection Bilbao - Tilbury

Sailings

Sailings	Frequency	Transit time (terminal-terminal)
Portugal		
Leixões	4x per week	4-7 days
Lisbon	1x per week	5-7 days
Spain		
Bilbao - to/from Tilbury	1x per week 2x per week	4-7 days 4-5 days
Vigo	1x per week	6-7 days
Gijon	1x per week	5-6 days
Santander	2x per week	3-6 days

France and Spain - Rail



Overview

Rail connections from Rotterdam and Bilbao

Departures from Rotterdam

Terminal	Frequency	Transit time (terminal-terminal)
France		
Perpignan	5x per week	3 days
Spain		
Barcelona	4x per week	4-6 days

Departures from Bilbao

Terminal	Frequency	Transit time (terminal-terminal)
Spain		
Barcelona	3x per week	2 days
Madrid	2x per week	2 days
Valencia	3x per week	2 days
Vitoria	2x per week	2 days
Zaragoza	2x per week	2 days

Continent - Rail



Overview

Rail services to/from Rotterdam and Duisburg

Departures from Rotterdam

Terminal	Frequency	Transit time (terminal-terminal)
Austria		
Vienna	3x per week	3 days
Italy		
Bari	3x per week	7 days
Bologna	6x per week	4 days
Melzo	7x per week	2 days
Novara	7x per week	2 days
Padova	7x per week	4 days
Pomezia	7x per week	6 days
Germany		
Ludwigshafen	6x per week	1 day
Mannheim	5x per week	1 day
Munich	5x per week	2 days
Departures from Duisburg		
Melzo	3x per week	1 day
Trieste	4x per week	2 days
Departures from Amsterdam		
Melzo	3x per week	1 day

Continent - Barge



Overview

Barge services to/from Rotterdam and Duisburg

Departures		
Terminal	Frequency	Transit time (terminal-terminal)
Germany		
Duisburg	6x per week	1 day
The Netherlands		
Nijmegen	7x per week	1 day
Hengelo	3x per week	1 day
Veghel	3x per week	1 day
Den Bosch	4x per week	1 day
Venlo	4x per week	1 day
Westerbroek	3x per week	1 day
Roermond	3x per week	1 day
Meppel	3x per week	1 day

Continent - Barge



Overview

Barge services to/from Amsterdam

Departures

Terminal	Frequency	Transit time (terminal-terminal)
The Netherlands		
Nijmegen	3x per week	1 day
Duisburg (GER)	3x per week	1 day
Venlo	2x per week	1 day
Roermond	2x per week	1 day

Central and Eastern Europe



Overview

Rail services to/from Rotterdam and Duisburg

Departures

Terminal	Frequency	Transit time (terminal-terminal)
Poland, Czech Republic, Slovakia and Hungary		
Poznan	6x per week	3 days
Kutno	5x per week	3 days
Brzeg Dolny	5x per week	5 days
Gliwice	5x per week	5 days
Usti nad Labem	5x per week	2 days
Prague	5x per week	2 days
Zlin	5x per week	3 days
Plzen	5x per week	3 days
Ostrava	5x per week	3 days
Ceska Trebova	5x per week	3 days
Dunajská Streda*	5x per week	4 days
Kosice*	5x per week	4 days
Budapest (via Dunajská Streda)	5x per week	5 days

Baltic States and Russia



Overview

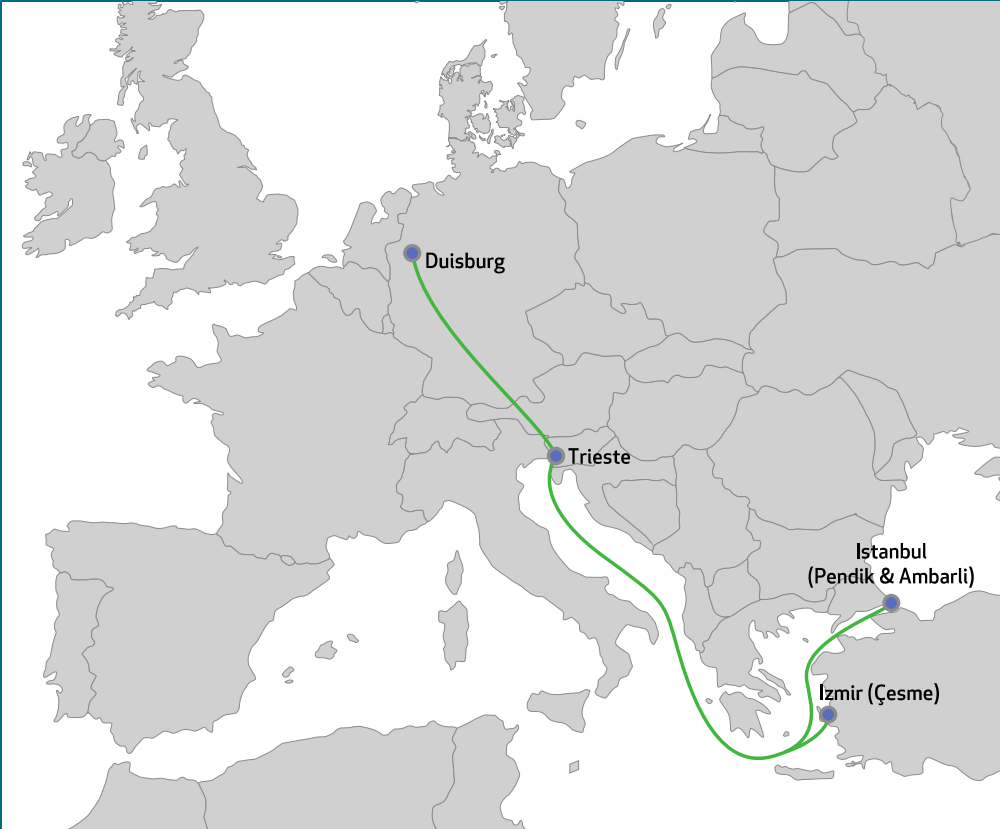
From Hamburg / Bremerhaven and from Rotterdam / Antwerp to Eastern Europe

Finland, Sweden, Baltic States and Poland do not depart from Antwerp

Sailings

Terminal	Frequency
Baltic States	
Bremerhaven - Klaipeda and Tallinn	1x per week
Hamburg - Gdynia, Klaipeda and Riga	1x per week
Hamburg and Rotterdam - Tallinn	2x per week
Rotterdam - Klaipeda and Riga	2x per week
Rotterdam - Gdynia	1x per week
Finland	
Bremerhaven and Rotterdam - Helsinki and Kotka	2x per week
Hamburg - Helsinki and Kotka	1x per week
Bremerhaven - Rauma	1x per week
Antwerp - Kokkola, Oulu and Kemi	1x per week
Hamburg - Mäntyluoto and Rauma	1x per week
Lübeck - Helsinki	2x per week
Russia	
Hamburg and Rotterdam - St. Petersburg	2x per week
Hamburg and Rotterdam - Ust-Luga	1x per week

Turkey - GreenBridge¹



Overview

Four block trains per week between Rotterdam / Duisburg and Trieste

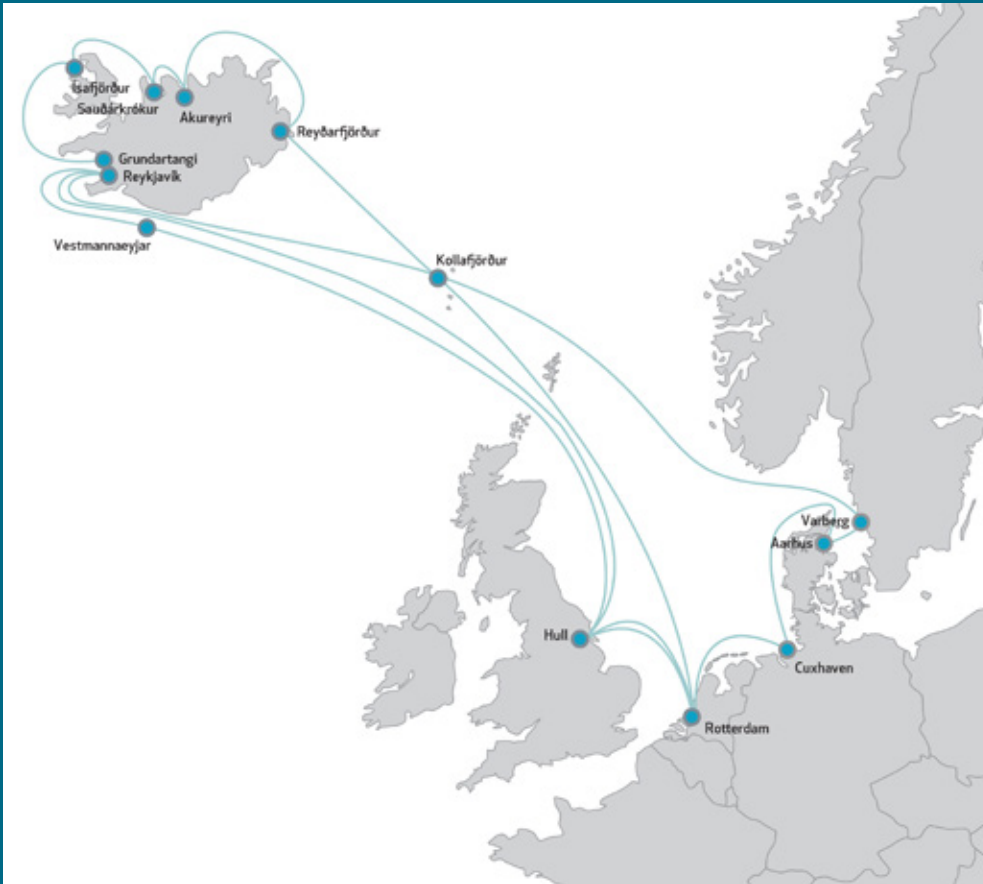
On-connection to ferries operating between Trieste-Istanbul (Pendik and Ambarli) and Trieste-Izmir

Rail - Ferry schedule - Turkey*

Transit times (door-door)	Turkey-Europe	Europe-Turkey
Baltic States	13-18 days	13-18 days
Belgium	7-9 days	7-9 days
France	7-9 days	7-9 days
Germany	7-9 days	7-9 days
Ireland	13-16 days	13-16 days
The Netherlands	7-9 days	7-9 days
<u>Norway</u> Oslo Fjord West Coast	11-15 days 11-18 days	11-15 days 11-18 days
<u>Russia</u> St. Petersburg	15-20 days	15-20 days
Sweden	9-11 days	9-11 days
<u>United Kingdom</u> Centre North South	10-12 days 13-18 days 10-12 days	10-12 days 12-16 days 10-12 days
Transit times (terminal-terminal)	Turkey-Europe	Europe-Turkey
Istanbul-Duisburg	6-7 days	6 days
Izmir-Duisburg	8-9 days	8 days

¹ Greenbridge C.V. is a joint initiative of Samskip Multimodal and Turkish Intercombi Transport (ICL) of which Samskip and Intercombi are limited partners.
* Istanbul transit times; direct connection Izmir additional 1-2 days

North Atlantic



From									To
Iceland - UK - Continent - Scandinavia - Faroe Islands - Service (1x per week)									
Port	Reykjavik	Vestmannaeyjar	Immingham	Rotterdam	Cuxhaven	Aarhus	Varberg	Kollafjordur	Reykjavik
	Thu	Fri	Mon	Tue	Wed	Fri	Fri	Mon	Wed
Iceland - Faroe Islands - UK - Rotterdam Service (1x per week)									
Port	Reykjavik	Isafjordur*	Saudarkrokur*	Akureyri	Reydarfjordur	Kollafjordur	Rotterdam	Immingham*	Reykjavik
	Mon	Tue	Tue	Wed	Fri	Sat	Tue	Thu	Mon

Sailings	
Port	Frequency
Reykjavik	2x per week
Vestmannaeyjar	1x per week
Hull	1x per week
Rotterdam	2x per week
Cuxhaven	1x per week
Aarhus	1x per week
Varberg	1x per week
Kollafjordur	2x per week
Akureyri	1x per week
Isafjordur	1x every fortnight
Saudarkrokur	1x every fortnight
Húsavík	1x every fortnight
Reydarfjordur	1x every fortnight

Central Asia



Overview

From Rotterdam, Antwerp and Hamburg to:

- | | |
|---|---|
| <ul style="list-style-type: none"> ▪ Georgia: Poti ▪ Azerbaijan: Baku ▪ Turkmenistan: Turkmenbashi & Askabad ▪ Uzbekistan: Tashkent | <ul style="list-style-type: none"> ▪ Tajikistan: Dushanbe ▪ Kyrgyzstan: Bishkek ▪ Kazakhstan: Aktau, Almaty, Karaganda, and Astana |
|---|---|

Together we make things happen

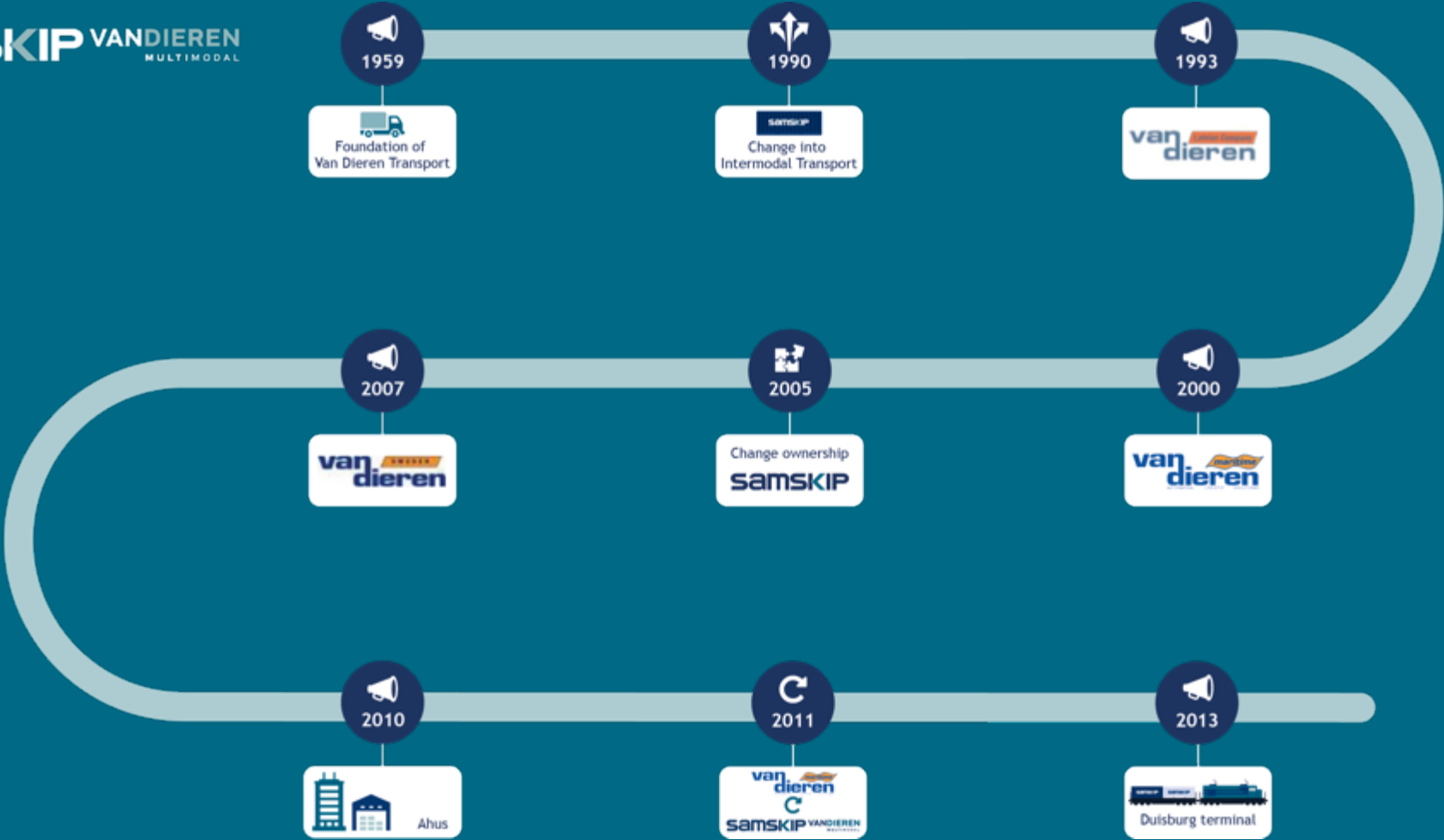


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History

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MULTIMODAL



- Acquisition
- Name change
- Partnership
- Launch
- Changed Services