

**Experience
cannot be replaced by anything**

The BEGRA Paper Trade Ltd. has been a concern, which was able to distribute 7,000 articles from a central store through interim stores in Southern Germany, because of a co-operating technic, fully automatically controlled of employees on working days. „Service is our strength“. This was our motto and so the customer was our focal point.

The new BEGRA Paper Logistics, with the same management, is based on these many years of experience



**BEGRA-PAPIER LOGISTIK
in the center of Europe**



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**BEGRA-PAPIER
LOGISTIK**

Competence in Warehousing

**... Experience cannot be replaced
by anything**



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Competence in Warehousing – Service is our strenght

Service is our strength

Three facts essentially conclude the competition:

Ability, quality and time of delivery. These logistic services determine the customers' contentedness as well as their following buying habit decisively.

For a long time, the store has become a key sector in the chain of intervening the value of goods and the main point for optimization strategies. It swallows up two thirds of the logistic expenditure, permanently binds capital and hides one of the biggest potentials of increase of efficiency.

Outsourcing presents itself for concerns for which logistics are not key competences. Instead of this, they could, on the other hand, concentrate on production, development, professional marketing of their products and efficient management of customers.

Taking of order, store management, arrangement of goods, packing, dispatch and transport are part of the most important logistics processes.

Marketing, promotion, dealing with invoices, completion of return, prosecution of goods and deliver flexibility are standards with which you can offer special services to the customer.

Begra Paper Logistics takes on any logistic task, from arrangements to order controlling and commission, as well as collection and completion of return.

The total package of the Begra Paper Logistics is built up modular. So the customer can choose single items from this supply and fit them to his requirements, in order to reduce logistic expenditures and expenses which result by that.

Delivery times can be improved, bigger investments avoided and personnel reduced.

It is worth making an observation and it might be interesting, in particular, to make a comparison.



Logistic is an important factor for competition

Today, the one who has - the biggest possible flexibility - the strongest readiness for reaction - and an efficient organization, determines the market.

Lower Bavaria - the attractive location for intelligent logistics

In the increasing market of Bavaria this region distinguishes itself with the highest economic increase, and here it is especially the area of Landshut - Moosburg - Freising. Also decisive for this are the ideal transport structures on land, on sea and in the air.

Because of the direct proximity to Munich Airport there is a connection to the whole national and international rail network.

Here, the most important connections of motorways and federal highways cross from North to South for example Nürnberg - Berlin, Frankfurt - Stuttgart, to Salzburg or Innsbruck and to the new members of the EU.

The optimized location is sophisticated by Straubing and Deggendorf, two trimodal traffic centres with modern docks. In view of the enlargement of Eastern Europe it is sure that the location of these two ports can be called the central location in Europe. The distance to the ARA - Ports (Antwerpen - Rotterdam - Amsterdam) and the ports in the North is comparable with the distance to the powerful Mediterranean and/or Northern Adriatic ports. The connection to the Black Sea is new.

It presents itself, with these optimized conditions, with locational decisions for the concern to include this region primary. You must consider that the risk of expense and time expenditure in the main area of Munich is higher than in this area. Keyword: traffic collapse.

Above that, the direct neighborhood to Austria and the Czech Republic makes a direct access to the East. Therefore, there is a chance for interested concerns to build a strategical link, for opening up the markets in Eastern Europe from here. Because

of the enlargement of Eastern Europe there are hardly any limits for these possibilities. The amount of transport will increase within the next 15 years twice to triple. The results are big growth potentials in the East - West trade.

